

CYCLE NEWS[®]

WEST

Volume XIV : Number 45 : November 16, 1977

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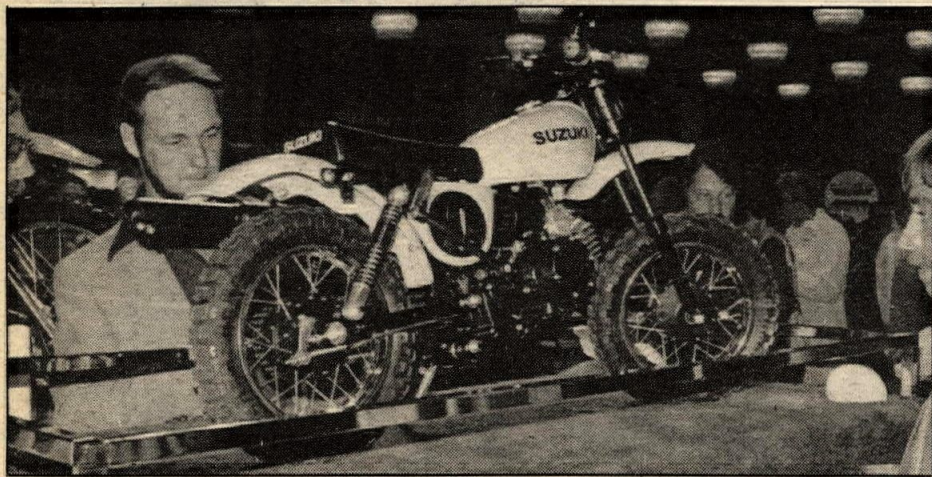


**Dirt Diggers' GP • Meet Chuck
Sun • Rappin' with Calif's new
Parks & Rec boss • Riding Aberg's
MX 4-stroke**

NEWSPAPER

THE LATEST POOP

BY PAPA WEALEY



U.S. Suzuki Motor Corporation introduces one of the world's smallest motorcycles, the JR-50 Mini. Designed for children of early school age, it stands just 19" high and incorporates such safety features as rounded-off levers, large shut-off button and huge covers for chain and muffler. Simple to operate, shifting consists of neutral and one-speed forward. Speed can be adjusted to match youngster's skills. Suzuki dealers will receive the JR-50 by early November, just in time for Christmas.

Last chance to get your tickets to the AMA awards banquet this Monday. The big feed and night with the handlebar stars starts at 6 p.m. with cocktails at the Disneyland Hotel in Anaheim, CA Nov. 22. Order tix now, for \$15 each from Annette Kerns, c/o AMA, Box 141, Westerville, Ohio 43081. If you're a pro, it's deductible.

Followers of the Maharishi say that Transcendental Meditation (TM) can teach you how to fly without wings, just by meditating. Heck, motocrossers have been hopping around in midair for years. Just check some of the pictures in this issue. Anyone for Transcendental Motocross (TMX)?

Triumph Motorcycles of America, Inc. has appointed a "new" new president. As of November 7, Jack Hawthorne took over that post to direct the company's new marketing and sales program. Mr. Hawthorne replaces recently appointed Robert Wells who had previously been assigned to the same task. Mr. Hawthorne comes to Triumph from Honda where he had held the post of Eastern Regional Sales Manager. All plans for marketing and sales will continue as arranged.

Effective October 31, special fire restrictions have been lifted on the Sequoia National Forest according to Forest Supervisor John A. Leasure. Special fire restrictions were initiated on the forest in early August due to the California drought and high fire danger.

General fire restrictions will continue to be enforced, including the use of off-road vehicles in designated areas only.

Mike Bast, Bruce Penhall and Kelly Moran will be among a number of top ranked U.S. speedway riders making their second appearance on Ascot's half-mile track, 8:00 p.m., November 11, in Gardena, CA. Bast, the current U.S. National Speedway Champion will be trying to duplicate his 1976 victory on the "long track." So, as they say in show biz, "Be there!"

Race team managers meeting with Michael Goodwin to inspect the formidable Anaheim, CA Supercross track say it's the most exciting and competitive track they have seen yet. A star-spangled lineup of factory and privateer riders from all over the world will be on hand Saturday night, November 12, for a first hand description of what stadium motocross and the Coca-Cola Motocross Finals are all about.

Mark Barnett, Moto-X Fox's 250cc Support Class rider in the Trans-AMA series is expected to sign this week with Suzuki to race the 125cc National circuit for next year.

Texan Steve Wise, Moto-X Fox's other rider in the International class is expected to sign with another major Japanese company for next year's 125cc Nationals.

KTM's Andre Mahlerbe left the

Trans-AMA circuit after Puyallup to return to Europe to help test an all-new 400 KTM for next season's 500cc World Championship where he will be fully backed by KTM.

Gerrit Wolsink presently back in Holland, is expected to race the final Trans-AMA race at Sears Point.

The Richmond Ramblers' 4th Annual World Championship Mini Bike Grand Prix is once again happening on Friday night, November 20th, before Sears Point Trans-AMA. The top riders and hangers-on from the Trans-AMA series will be competing for over \$500 in cash. Classes for Riders, Mechanics, Press and Contingency Sponsors, and Powder Puff. Admission is a \$1 donation to see the world's best motocross riders, and Jimmy Weinert, make fools of themselves. Time 6 p.m. Location — Richmond Ramblers Club Grounds, Point Richmond through the tunnel, near San Francisco.

Mike Hailwood returned to "serious" motorcycle road racing for the first time since 1972 and finished sixth overall in the Castrol Six Hour production race near Sydney, Australia, on October 23 aboard a Ducati 750.

UCLA's Committee on Public Lectures, along with the Earth Sciences Dept., are presenting a multimedia slide presentation, "Environmental Effects of Off-road Vehicles in the Desert," at Young Hall, #2276, Nov. 14 at 4 p.m. John Wakata and Howard Wilshire of the U.S. Geological Service, Dept. of Interior, will do the presenting. Papa wonders what the odds of a calm, logical, unbiased report are.

We heard that a joint House/Senate committee passed H.R. 3454, which will enlarge the present Wilderness system. One affected area would be California's Sequoia National Forest, site of the proposed Golden Trout Wilderness. This would kill many miles of motorcycle trails near Kennedy Meadows, such as the ones to Casa Vieja, Trout Meadows and trails north of these points. At the tone, protest to your Senators and Representatives... Beep!

CRC will now be promoting all races held at DeAnza Cycle Park, near Sunnymead, Calif.

American Trials Assn. will be hosting a free trials school the day before the Turkey Shoot Trial at Reche Canyon near Riverside, CA Sat., Nov. 19, at 10 a.m. The trials school will feature Marland Whaley, Bernie Schreiber and Mark Eggar as instructors, free lunch and free overnight camping for those competing the next day. Call the ATA if you plan to attend: (714) 897-2962 or (213) 677-2300.

The western town that the Dirt Diggers planned for their "Pioneer Town Grand Prix" wasn't up for the race. The picture shown in the last issue of *Cycle News* was taken in the town's former Sea World location, before it was dismantled and taken to Racing World. But the local city council would not permit the buildings to be set up, and the Dirt Diggers had no other choice than to cart them away before they became Saturday night firewood. Maybe next year.

Look for Swede Hakan Andersson to be Husqvarna's 500cc GP competitor next year. The 32-year-old

rider finished sixth in the 500cc World Championship series aboard a Montesa this year. Andersson last rode for Husky in 1971 when he finished second to Joel Robert in the 250cc GP class.

Italy and Holland will bid for the 1979 ISDT along with Canada. Canada has the inside track at present, but must get FIM approval before plans for the second North American ISDT ever get underway.

AMA dirt track/road racing competition manager Mel Parkhurst won't be livening up any festivities soon. Parkhurst is spending the next three weeks or so in bed with mononucleosis. He is allowed to read. Cards and letters may be sent to the AMA.

The FIM, after not granting a 500cc MX GP to the U.S. in its summer meeting, has changed their mind. In addition to our reinstated 500cc round, the U.S. will host 125 and 250cc MX GPs plus two F750 World Championship rounds and a round of the trials World Championships.

Bill Bell, Long Beach Honda's former mechanic and four-stroke specialist, has just stepped out on his own in the motorcycle field. After considering the thought for many years, Bell has created Bill Bell High Performance Cycles. His location remains the same, but as of November first, the division in which Bell was working is under the new name.

In a phone conversation with Mr. Bell, we asked what he was going to be doing at the new shop. "We are doing everything just as we did before," he stated, "but it's mine now, not a division of Long Beach Honda." Plans included a stronger effort with the motocross and off-road teams. Bell also plans on doing more racing with the machines next year.

In their rush to declare Oregon's Umatilla National Forest "roadless wilderness," the anti-people people overlooked the fact that Amtrack operates regularly scheduled passenger trains through the place. Would a passenger train be considered an off-road vehicle?

The FIM recently ruled that all F750 championship venues must pay a minimum 600 Swiss Francs (approximately \$240) to all event qualifiers. Negotiations are currently going on with Daytona International Speedway for allocation of the monies. In the past the Speedway has resisted all demands for appearance money.

Bill Burgener, 18, from Boulder, Colorado, is the new Rocky Mountain Trials Assn. Champion, with five wins out of eight events in the series. Bill rode a 350 Bultaco in the first five events, before switching to a 348 Montesa.

It appears that the top ten riders in the AMA Grand National Championship standings may be going to school. Charm school, that is. The schooling is an attempt to instruct riders in the fine art of public speaking and dress, among other things. We hear attendance may be a requirement for obtaining next year's license.

Robert L. Rohrer has been named General Manager/Motorcycle Sales for AMF/Harley-Davidson. Rohrer has served as Western Regional Sales Manager since 1975. He's a multiple-year veteran of southern California desert racing.

Rabbit Run. Roger Did. Roger Won.

The 6th event of the Trans-AMA Series at Rabbit Run Motocross Raceway was a SUZUKI runaway. Roger D and Tony D lead the chase and took the 1-2 overall win.

So run on down to your dealer and hop on a Suzuki.



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ON THE FRONT PAGE: The maudacious mudhole at the Dirt Diggers GP. As bad as it looks, the alternate (a lake) was worse! Photo by Dale Brown.

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VOICES OF THE WEST

Dirt cheap

I have just recently moved from Antelope Valley to the San Luis Obispo area (Morris Bay) and it has come to my attention that the closest place to go riding is at Pismo Beach 30 miles away. This OHV facility has absolutely no place for us moto-xers to ride. The sand is so deep that you cannot possibly do anything more than go for a joy ride. The only good place to ride there is by the water, but there is a speed limit of 5 MPH. For the weekenders this is the greatest place in the world to fool around on an OHV. But for us serious racers who need to ride several times a week this land is useless. Also, riding all the time on the sand dunes gets to be very rough on my engines.

My main concern is the driving distance. Sixty miles several times a week becomes very expensive. What burns me up is that there are miles and miles of rolling hills out here, but bikes are not allowed anywhere near them. How do county officials expect us to ride legally when we have to travel so far to do so?

My question is what steps do we have to take to get a couple of acres of land in the hills so we can have a real place to practice without driving so far? We Mxers are willing to take whatever steps necessary to get a place to practice.

PAUL MARCONI
Morro Bay, CA

You can contact your city and county departments of parks and recreation to learn what plans are currently under way, and then help hurry them to completion by political action. Or, you could form a non-profit land trust and buy, or seek donations of suitable land, and then get the state to take it over. See "Rappin with Russ Cahill" in this issue. Editor.

Premature cancellation

All was set for the 18th Annual Mile High Enduro. This was to be a trial run for the Prairie Dawgs M.C. — next year they were to have a National Championship round. And in my opinion, it would be one of the best because of its multitude of trail and terrain.

Everything was in readiness, but there were a few problems. The woods were dry because it had been a month since the last rain and the fire danger was one step below maximum. Thursday night it finally rained. When we arrived Friday night the sky was clear, and the fire danger back to "low."

Saturday Len and I got up early so we could get our bikes jettied and ride the beautiful wooded trails. It was just perfect — the sky was clear and the sun was warm. So we went for a 20-mile ride, where we ran across a ranger and his wife going the other way. We stopped to say "Hi," and found out the event had been canceled by Mike Berens and Fred Arbogast, the district rangers. They thought it might rain some more and that there was a possibility erosion might occur.

I feel that their incompetence and apparent dislike for our recognized form of recreation jeopardizes our sport. They had not stopped the logging, four-wheel drives, open trail riding, nor had they closed the horse stables. I also feel that a class-action suit should be filed by the AMA (since the event was sanctioned). This would return the expenses of the entrants and the club and set a precedent for the future. I urge you to write and express your feelings to:

Jim Abbett, Forest Supervisor
Federal Building
11th and New York
Alamogordo, NM 88310
(505) 437-6030
American Motorcycle Assn.
(Att: Rob Raser)
P.O. Box 141
Westerville, OH 43081
(614) 891-2425

DON SANFORD
Odessa, TX

Sue city

A year ago October my son raced in the D.R.A. Cal City Grand Prix and was injured. He had gotten off course and crashed.

The rescue truck went out during the race to pick him up and while they were there another boy ran into the truck. The parents of this boy are suing D.R.A. and the driver of the rescue truck.

My son and I have been subpoenaed to testify in their behalf. They are saying the truck was on the course. I would like to express my feelings on this.

I am very grateful the rescue truck was there to pick my son up, otherwise he could have been injured worse. The other boy could have run into him instead of the truck. I am truly sorry that this boy was hurt just as I am that my son was hurt, but sometimes these things happen when racing. Everyone who races would be in a lot of trouble if it weren't for the good job that all the rescue crews do.

In my opinion anyone who sues a racing organization or the people who are out there to help you is ridiculous. No one puts a gun to your head and makes you race. You are there of your own accord and if you don't realize the dangers that can be involved you shouldn't be out there.

If this kind of thing continues no one will have to worry about suing the different racing organizations, because there will be no racing.

MARY MORRISON
Newhall, CA

Great Ascot coverage, but...

Your Ascot coverage was great! The stories were, as usual, top notch, the photography (My admiration to Felix Adamo and Jack Wright) fantastic.

But, I feel you slighted District 36 and one of our top riders with no mention of Lowell Moural.

On Saturday night's half mile, semi one had the makings of a National: One transfer, go-for-it racing and three of the best riders in the nation on the front row. Everyone knows that Boody won it with a fine ride, but how about Moural (49Y) on the self-built, self-sponsored Triumph from Chico? He's the one who put Kenny Roberts in fourth with some inspirational riding. Viva la Privateer.

Lowell, admittedly not a TT rider, got a hard-earned sixth in the Trophy Race on Friday night. He put a little extra into a very exciting weekend.

BOB TORNAI
Redwood City, CA

Attention

Hey DRA, CRC, SRA riders, and all motocrossers and sportsman riders, we have races set up just for you at the Maywood M.C. Toys for Tots race at Saddleback Park Dec. 3-4. But you are not entering. How come?

Can't you race if there are no points you can earn? Can't you race for underprivileged kids? Can't you race to help the dirt rider image? If that's not reason enough, we do have super trophies and contingencies for you to win. Plus NBC will tape the event for national telecast.

Help us.

R. KEITH BROWN
President
Maywood M.C.

Brown also announced that the entry deadline has been extended to Nov. 25...Ed.

Winning formula

Give Kenny Roberts back the frames and engines he won the Number One plate with and history would repeat itself on half-miles and TTs.

Get rid of the multi cylinder engine in formula 750 and go with 750cc twin cylinders. Most manufacturers have a 750cc twin.

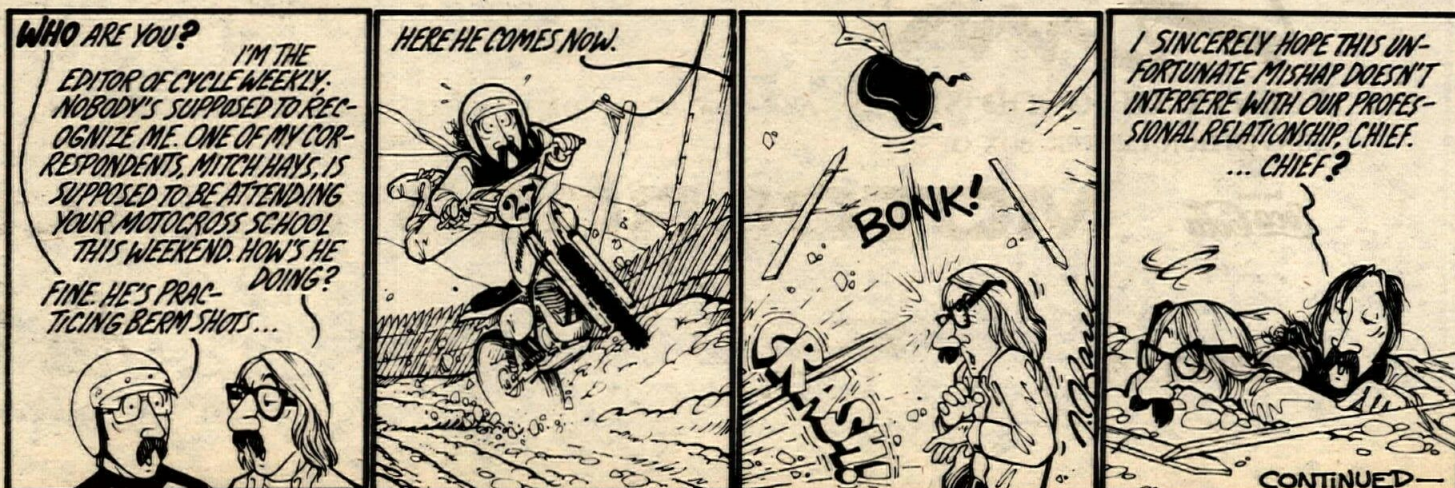
TOMMY CONNER
Austin, TX

Super Sue

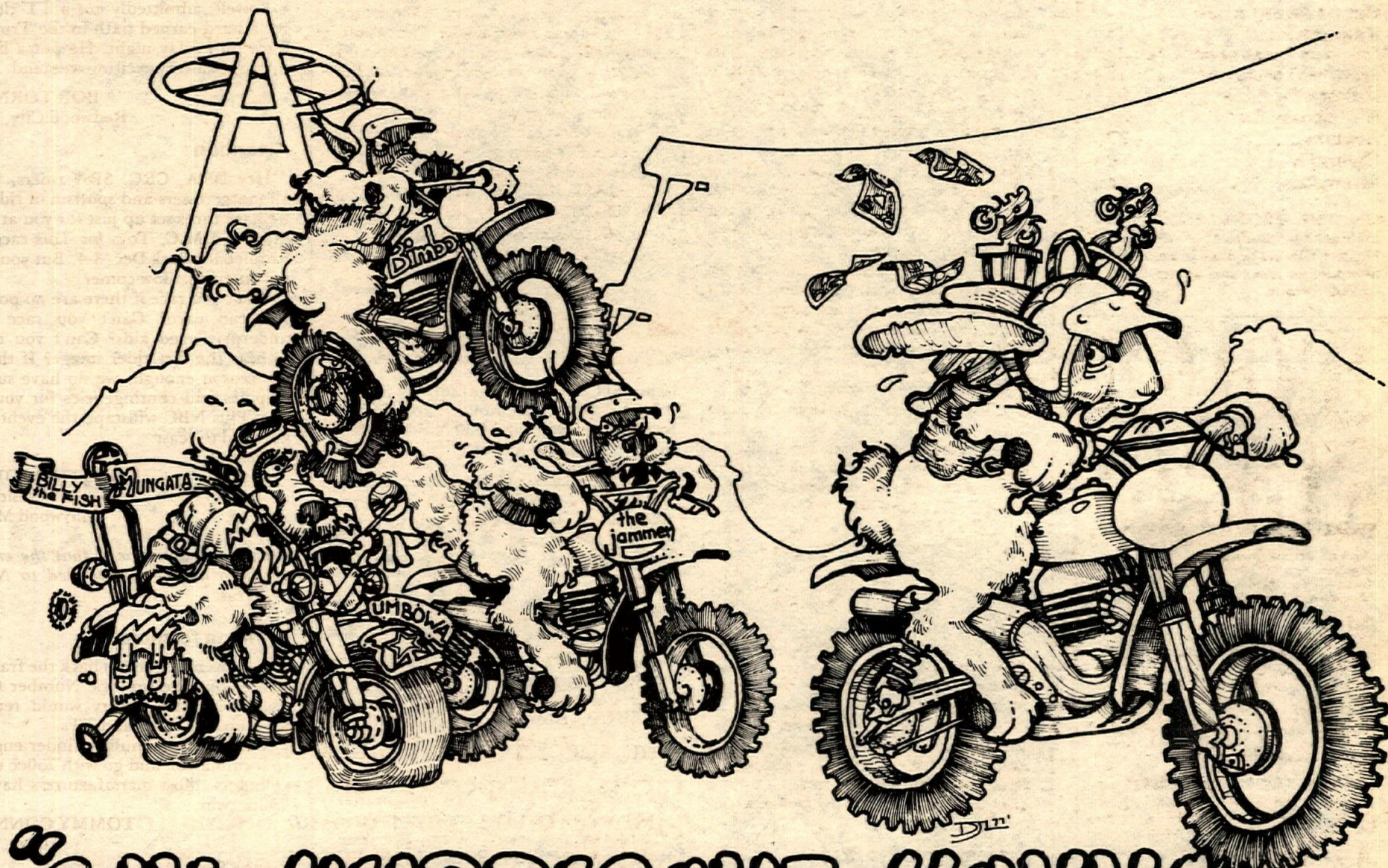
Here's wishing all my luck to Sue Fish. I think it's great she is going to race in the so-called man's world and I also think she can and will do it. I gathered from her story that Sue is kinda bummed-out because of the position she is in, but in my opinion, I think it is great she's gone all this way and is still trucking for more.

Like she said in her interview, "you have to set a goal for yourself." My goal is to be as experienced as Sue Fish.

VENUS JACOBSEN
Escondido, CA
(Continued on page 31)



THE FINAL EPISODE...



"CAN HURRICANE HANNAH STAY AHEAD OF THE PACK?"

SEE

SATURDAY NIGHT, NOV. 12 - ANAHEIM STADIUM

HANNAH
POMEROY
WEINERT

SMITH
CARLQUIST
SEMIC

ELLIS
ABERG
LA PORTE

DISTEFANO
HOWERTON
PLUS 70 MORE STARS

PLENTY OF GOOD SEATS ARE NOW AT HONDA DEALERS, TICKETRON AND ANAHEIM CONVENTION CENTER BOX OFFICE.

Bottlers
Coca-Cola

MOTOCROSS FINALS

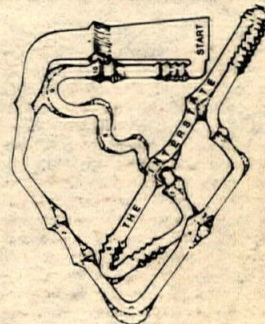
HONDA

**SCOTT
USA**

**TOYOTA
TRUCKS**



Sanctioned



Gates open 6:30 p.m.
Racing 8 to 11 p.m.



(Above) Larry Roeseler (28), Bill Saltzman (13) and Craig Adams (3) fight for the lead in the 500 Junior/Expert start. (Right) Mike Goodwin (*that* Goodwin) took an eighth in the 500 Novices; second in the Pioneer race. (Below) The mudhole snared a few.



PHOTOS BY DALE BROWN



Dirt Diggers' Grand Pree, Whee!

By Gary Laudig

TRABUCO CANYON, CA, NOV. 5

The spectre of rain lurked in the back of the racers' and specators' minds as the bikes were pushed to the starting line on Saturday. Sowbelly skies made the racers almost as edgy as

the psyche-up/psyche-out course walk down during the quiet time, before bikes and noise disrupt the morning stillness. The "start engines" signal is given and 54 bikes of 80 and 100cc displacement fired up and waited for the green flag to get them underway. The flag dropped and the Dirt Diggers 19th Grand Prix, the Pioneer Town Sportsman Classic, was underway.

First turn here at Racing World is just as hairy as the old Hopetown lefthander. The racers bunched up, made the turn and powered up the long hill. Number seven Joe Lockhart had his Yamaha screwed to the stop with Charlie Hamill and Doug Martin right behind him. Craig Eggerman had the fast Novice Jeff Moeller in pursuit as they wheeled over the top of the hill and wound down to the long, flat plateau to the right.

The next two experts through were Kim Bates and Don Lyon, with Zuba the Rover next, running first amateur. Making a left turn, Steve Webb, John Langhammer, (second novice), Mike Vorndran, expert, then second and third amateurs Torsten Corum and Dale Holcomb bounced their way through the deep whoops.

As the first bike crested the hill adjacent to the long start uphill, it was Charlie Hamill with a good lead on

Lockhart, who was having a hard time keeping ahead of Craig Eggerman. Gregg Hamilton and his Yamaha decided 10th wasn't good enough and methodically started working their way through the crowd. So did John Rudder and the super fast novice John Langhammer.

Coming down the sort of double jump downhill, Lockhart passed Hamill and really got moving. He wasn't close to Eggerman, but the two desert rivals were really burning up the course. Taking the white flag indicating the start of the last lap, Lockhart headed into the muck hole and off popped his chain. Hamill, thinking there was no way he was going to catch Joe, dove into the mudhole and you should have seen the grin on Charlie's face as he squirmed past the hapless Lockhart and headed off on the last loop.

The checkered flag fell and Craig Eggerman (Hon) took the win. Charlie Hamill was second expert, Joe Lockhart third. Fourth overall and first novice was John Rudder. Fifth place and second novice was Gregg Hamilton on a Suzuki, third went to John Langhammer at ninth. First amateur honors went seventh place Dale Holcomb (Suz) with Kirk Harris (Yam) second, Robin Busse (Suz) third. If you wondered what happened to former third place racer Doug



This was the view 250 Pro competitors had of Goat Breker at the end of both motos.

Martin, he was the first person to end into the mudhole.

101-125cc Novice race

The first turn of this 45-minute race claimed three riders, none injured, all got going. First five survivors leading the upshifting horde of screaming bikes were Steve Silver (Suz), Dennis Vorndran (Yam), Dan Westergaard (Suz), Brad Nivens (Yam), and Sterling Hopson (Yam).

The next two riders to disappear over the hill were both mounted on Hondas: Reid Rondell and Tim Sisson. Coming off the downhill, Matt Kincaid got sideways on the second dropoff and stuck in the dirt like a dart. He gets the determination award because once he got everything together, he took off at a rapid pace. Honda man Shawn Tullis started moving up from 14th spot and by the halfway point he was ninth. Dave Schoenky, running 20th by lap two was 10th in a matter of five laps.

By the three-quarter mark guys like Billy Quaney, Bill Farrow, Mark Zela and Doug Johnson knew they were not winning it, but they never let off the gas; real competitors.

The checkered flag unfurled and Danny Westergaard chalked up one of the more impressive wins of the day. Brad Nivens was next followed by Gerold Fasold, Sterling Hopson, Dave Stewart, Bill Peterson and Chris Duncan.

101-125 Amateur

Coming out of the first turn it was Rick Stupin (Yam), Mark Sirota, Ron McRae, Merle Dooley, Bill Jewett, Mark Manley and Steve Vincze. By the time the racers reached the bottom of the hill below the plateau, Bill Jewett had the lead. Positions five through 10, it was 50-50 — half desert racers, half motocrossers. Vincze (Yam) MX,

Robin Busse (Hus) dez, Carey Steiner (Yam) MX, Phil Gorgone (Suz) dez, Bill Boyer (Suz) MX and 10th Rick Davis from the desert.

The race finished with Mark Dooley (Suz) the winner, Chris Hackman (Yam) and Ron McRae (Hon) rounding out the top three.

101-125cc Expert

Japan has not only invaded the motorcycle industry, they have also invaded the racing ranks. Ask Tom Rutten, Dan Dobbins, George Luther and a few of the guys who found it impossible to make any gain on a guy named Gregg Toyama. Sue Fish had the spotlight due to the fact she uses a different rest room than us guys do, but still wanted to race with the fast dudes.

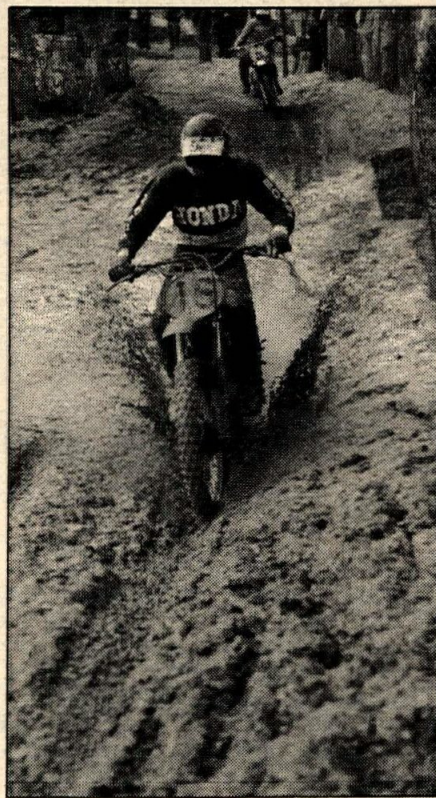
Butch Darling was nervous prior to the event. He hadn't raced in a while, and couldn't find a bigger countershaft sprocket for top end so he figured the guys were going to smoke him in the flat-out areas.

Larry Roeseler was being razed about Sue Fish smokin' him, so when the green flag dropped Roeseler proceeded to slide out. Jeff Watts (Hus) took the lead with Gregg Toyama (Suz) second and foxy miss Fish (Yam) sailing along in third. By the start of lap three, Toyama took the lead for good. Scott Carnahan (Yam) and Bill Barlow (Yam) managed to get ahead of the "flyin' Fish" but that was all.

Heading up the long uphill past the start, everyone watched as Roeseler started closing the door on Sue. He did it all right, but in the sandwash section he oversmoked a berm and Sue swished by while Larry was searching his Husky for neutral. To watch Gregg Toyama is a pleasure hard to describe. Smooth, fast, and flawless. Second



(Above) Coors' president Peter Coors presented trophies to Breker (left) and Dick Mann. (Below left) Slopping through the glophole. (Below right) The Ken Maler/Randy Langosh team exits the mudhole.



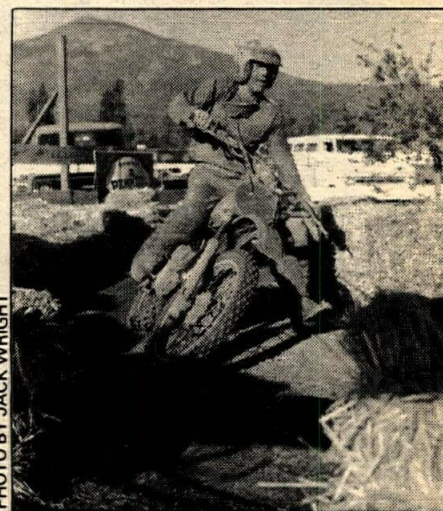
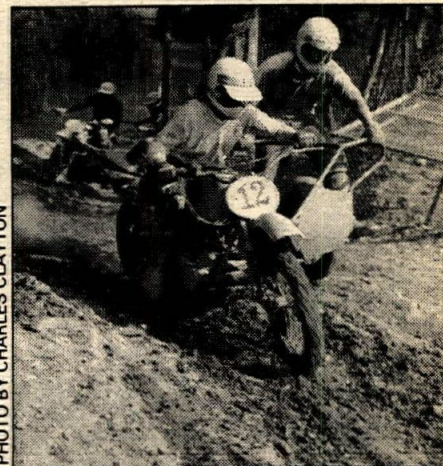
place Jeff Watts is just about the same. Toyama said after the race, "It was the first of my career and I could have ridden all day it was so bitchin." I guess that sums up the riders' opinion fairly well.

Sidehacks

I guess the evil in us all comes to the surface when you see the racers/hack riders come to the line as clean as if they just stepped out of Malcolm's show window, knowing these guys are going to be mudballs and worse in a matter of minutes; and the crowd just can't wait for it to happen.

After the first lap, Bruce Butterfield and Phil Zemke (Duc) were in sixth spot when they met Ron Hall and Ken Meater (Gre) at the mudhole. The Ducati gang bellyflopped their rig right next to the Greeves hack, passing them of course, but not before causing a tidal wave of mud engulfing Hall and Meater. Suzon and Clark (Hon) were holding 10th, Whitney and Goolledge on a Norton had 11th.

John Palfreyman and Joe Gardner (Nor) had an excellent lead — in fact they didn't share it with anyone from start to finish. Burns and Burns on a Yamaha rig had a real battle going with Ken Maler and Randy Langosh (Yam) and the Glen Mitchell-Ron Seydel (Hon) combo. Well, the hacks survived the course, the mudhole, and themselves. Duane McPowell and Richard L. (Tri) bagged second, Bart Crandall and Ron Swart (Tri) third.



Two views of Magoo: clean (below) and after the mudhole fall (above).

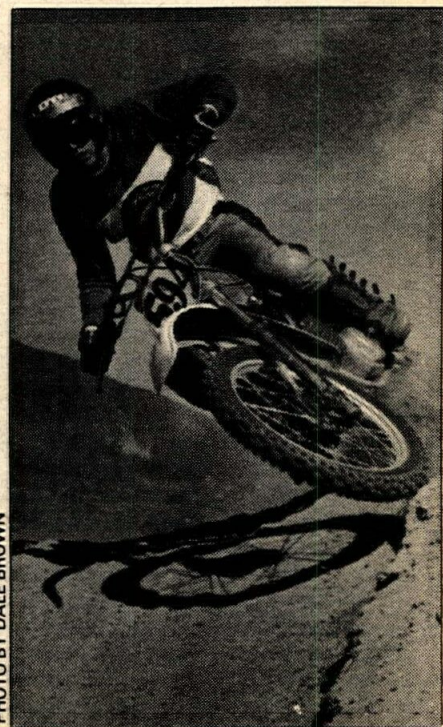


PHOTO BY DALE BROWN

PHOTO BY JACK WRIGHT

PHOTO BY CHARLES CLAYTON

PHOTO BY GARY LAUDIG

PHOTO BY JACK WRIGHT

PHOTO BY DALE BROWN

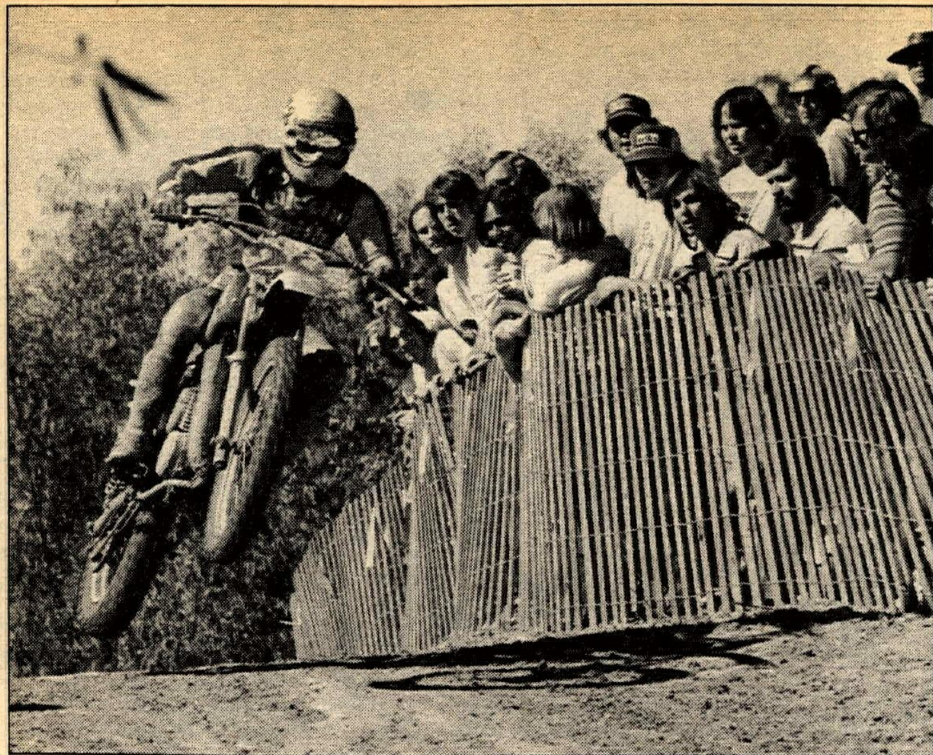


PHOTO BY DALE BROWN

(Above) Larry Roeseler rubs elbows with the crowd. (Below) Cherry Stockton had this decoration on her leathers.

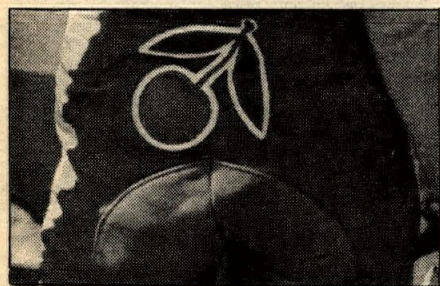


PHOTO BY JACK WRIGHT

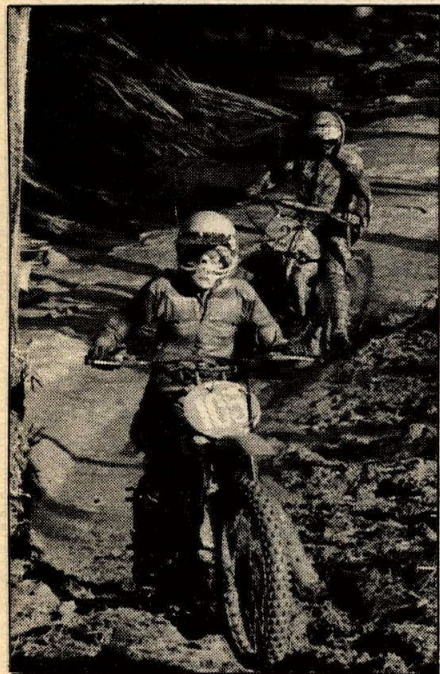


PHOTO BY JACK WRIGHT

(Above) Susie Clark (105) is about to be lapped by Sue Fish. (Below) John McCown rode two events with Little Kookie.



PHOTO BY DALE BROWN

126-200cc Combination

Butch Darling (an ex-desert racer) had the right gearing for this race as he totally dominated the contest wire-to-wire. John Lawson got what he thought was a lucky kiss for a win and wound up doing the first swan dive into the mud. Mike Goodwin was right behind Eric Dattola when he tried the breast stoke in the goo.

The laps rolled by and Darling, sans goggles, never seemed to slack up on his super-fast pace. Ron Holst held 10th, Bill Holmes (Hus) was second novice at ninth. At eighth spot was the first amateur Dave Wasden (Yam). Kevin Schofield (Yam) was the next rider, holding down first novice also. Sixth was James Vincent, fifth Darren Kelsey (who managed to miss the mudhole entirely and land in the reeds out in the pond). James O'Neal (Suz) held fourth, third was Mark Cook (Yam). Doug Nicol (Yam) seemed satisfied to finish second to Butch Darling.

250 Novice

Most of the races funneled down to a respectable cluster just before the first turn; great for action photos right? Wrong! When the novice horde came to the lefthander, the only thing that stopped them from heading for San Clemente was the huge ditch, the fence at the top of the ridge, and me. Eddie Kissell (Yam) took the lead followed by Tom Flanagan (Bul), Cookie Monster (Suz), Mike Hair (Yam), and Kent Wilson (Suz). Henry Taylor (Bul) and Denny Vorndran (Yam) traded ninth and 10th spot several times before Taylor finally held it to the finish. As the race drew to a close, Jeff Carr (Suz) had first place in the bag. Mike Hair ran a good second, Pat Green (Hon) third. Gregg Brown, the only KTM do-gooder so far today, finished seventh.

250 Amateur

At 2:44 p.m., just prior to this race, the first smidgen of rain caught the crowd off guard, making wet pizza, wet programs, but determined racers.

The bikes were pushed to the line just as the rain stopped, and soon the racers were on their way. Shooting out of the first turn was Mark Nation (Mai), Brad McLeod (Bul), Kirk Harris (Yam), and Brad Anderson (Hus). By lap four, Nation dropped out and McLeod made his Bul flat get with the program. George Robbins had his Yamaha moving real good at third, Rod Zelif (YZD) was doing real well at sixth, Curt Jensen, the Can-Am

entry owned seventh.

Taking the white flag, the racers hit the goo one more time, crested the hill, crossed the flat, hooked it down the sandwash, along the straight, up the hill to the crowd pleasing section, and into the finish. Great ride, well done Brad McLeod, winner of the 250 Amateur race.

250 Experts

Even though rain was pouring down in a steady drizzle, the spectators clustered along the fence and at their favorite vantage points anticipated a very exciting race. Despite ground with about as much traction as bearing grease, these guys put on a race that will be talked about for quite some time.

Taking the holeshot, his first race in five months, Danny Sanchez (KTM) led Larry Watkins (Suz), Fred Griego (Yam), Jeff Springman (YZD) and Larry Roeseler (Hus). Paul Christensen (Hus) moved in behind Watkins and when they started down the section past the flat plateau, Watkins and Christensen tangled. Paul kissing third spot goodbye as he disappeared over the side into the treetops.

Downhill Alexander got out of shape in the back section and he centerpunched a tree. No harm done, just lost position.

By lap three the long uphill was so snotty, Sanchez, Roeseler, Rutten and Watkins were using the chain link fence for a berm in order to navigate the right hand turn at the base of the hill.

Brian Wright managed to move up four positions into 10th by lap six. Jeff Springman (Yam), James O'Neal (Suz) and Steve Bebeck (Suz) didn't gain or lose any position, just hung in there.

Bruce Ogilvie (H-D) let his partner Bob Rutten (H-D) by in his quest for first place. When Roeseler started his charge he was almost a minute down on Sanchez. The desert ace methodically worked his way through the pack, mud packed on him from Bell to boots. Just before the white flag lap, while Roeseler was so close to Sanchez he could have slapped him on the back, Larry caught a deep rut and it looked like his bike stopped

immediately. Frustrated, knee twisted, the young man headed for the pits as Danny Sanchez chalked up the win.

Taking nothing away from Danny, the way he rode this race is really amazing since young Sanchez suffered a broken back at Saddleback in July. This is his comeback race. Congratulations, Danny.

In case the name Mike Goodwin stuck in your mind as you read this, yup, it's Mr. Superbowl himself doin' it in the dirt.

Saturday night "Super Hunky" Rick Sieman of Challenge Publications went to a ceremony at the Dirt Diggers camp. A lady by the name of Arlene Rudder attended the ceremony and when it was all over with she was "Mrs. Super Hunky." Congratulations to both of you.

Unofficial Results

100 COMBO: 1. Craig Eggerman-Ex. (Hon). 2. Charlie Hamill, Jr.-Ex. (H.T.Y.). 3. Joe Lockhart-Ex. (L.T.Y.). 4. John Rudder-Nov. (XR75). 5. Greg Hamilton-Nov. (Suz). 6. Zuba-Am. (Yam). 7. Dale Holcomb-Am. (Suz). 8. Steve Webb-Ex. (L.T.S.). 9. John Langhammer-Nov. (Yam). 10. Don Lyon-Ex. (Suz).

125 NOVICE: 1. Danny Westergaard (Suz). 2. Brad Nevins (Yam). 3. Gerald Fasold (Yam). 4. Stirling Hopson (KTM). 5. Dave Stewart (Yam). 6. Bill Peterson (Suz). 7. Chris Duncan (Yam). 8. Clarke Coleman (Suz). 9. David Schoenky (Hon). 10. Shawn Tullis (Hon).

125 AMATEUR: 1. Mark Dooley (Suz). 2. Chris Hackman (Yam). 3. Ron McRae (Hon). 4. Mark Sirota (Yam). 5. Steve Vincze (Yam). 6. Robin Busse (Hus). 7. Casey Steiner (Yam). 8. Phil Gorgone (Suz). 9. Bill Boyer (Suz). 10. Rick Davis (Yam).

125 EXPERT: 1. Gregg Toyama (Suz). 2. Jeff Watts (Hus). 3. Bill Barlow (Yam). 4. Scott Carnahan (Yam). 5. Sue Fish (Yam). 6. Larry Roeseler (Hus). 7. Kin Bates (Yam). 8. George Luther (Yam). 9. Dan Dobbins (Hon). 10. Bob Rutten (Yam).

SIDEHACKS: 1. John Palfreyman & Joe Gardner-Ex. (Nor). 2. Duane McPowell & Richard L.-Ex. (Tri). 3. Bart Crandell & Ron Swart-Ex. (Tir). 4. Robt. Sanner & Charley Sanner-Ex. (Hon). 5. Bruce Butterfield & Phil Zemke-Ex. (Duc). 6. Ron Hall & Ken Meater-Ex. (Gre). 7. Mike Burns & Mike Burns, Jr.-Ex. (Yam). 8. Ken Maler & Randy Langosh-Ex. (Yam). 9. Glen Mitchell & Ron Seydel-Ex. (Hon). 10. Ralph Whitney & Bob Golledge-Ex. (Nor). 11. Raymond Suzon & Rick Clark-Ex. (Hon).

200 COMBO: 1. Butch Darling-Ex. (Hon). 2. Doug Nicol-Ex. (Yam). 3. Mark Cook-Ex. (Yam). 4. James O'Neal-Ex. (Suz). 5. Darren Kelsey-Ex. (Yam). 6. James Vincent-Ex. (Hus). 7. Kevin Scofield-Nov. (Yam). 8. David Wasden-Jr. (Yam). 9. Bill Holmes-Nov. (Hus). 10. Ron Holst-Ex. (KTM).

250 NOVICE: 1. Jeff Karr (Suz). 2. Michael Hair (Yam). 3. Pat Green (Hon). 4. Tommy Flanagan (Bul). 5. Jeff Vaughn. 6. John Mittendorf (Suz). 7. Gregory J. Brown (KTM). 8. Eddy Kissell (Yam). 9. Henry Taylor (Bul). 10. Denny Vorndran (Yam).

250 AMATEUR: 1. Brad McLeod (Bul). 2. Brad Anderson (Hus). 3. George Robbins (Yam). 4. Kirk Harris (Yam). 5. Skip Smith (Ossa). 6. Rodney Zelif (YZD). 7. Curt Jensen (Can-Am). 8. Larry Thompson (Yam). 9. Mark Dandoy (Yam). 10. Rick Roelle (Hus).

250 EXPERT: 1. Danny Sanchez (KTM). 2. Bob Rutten (H-D). 3. Larry Watkins (Suz). 4. Tim Welker (RMC). 5. Fred Griego (Yam). 6. Steve Bebeck (Suz). 7. Bruce Ogilvie (H-D). 8. Bill Tarling (KTM). 9. Jeff Springman (YZD). 10. Brian Wright (Hus).

Sunday Breker wins \$5,000 Pro race, Mann bags a pair

By Dale Brown

TRABUCO CYN., CA, NOV. 6

Goat Breker kept his Norstar-sponsored Husky in front of the inspired pursuit of Kenny Zahrt (Bul) and Danny "Magoo" Chandler (KTM) to win the Coors \$5,000 Pro race at Escape Country/Racing World. Dick "Bugsy" Mann came from northern California to win the Dirt Diggers "Race of Pioneers," then won the Old Timers class a short while later.

Despite the Puyallup Trans-AMA being held the same weekend, the Dirt Diggers managed to obtain an AMA professional motocross sanction for 250cc machines. The Adolph Coors Company put up the \$5,000 purse. Two 30-minute motos were run, and Goat Breker took the holeshot in the first one. John Atwood (Yam) and Roger Jones followed Breker as the

course ran up a fast uphill fireroad to the back section of the track leading to more roads and a sandwash. When they emerged from the back Breker still had the lead, but Zahrt and Chandler were in second and third. Atwood, Gary Denton (Suz), John Hateley (KTM) and Lance Moorewood (on a borrowed Maico) completed the top seven.

As the moto progressed, two things were happening. One, Breker was leaving the pack behind. Two, Magoo was catching Zahrt. Shortly past the halfway point Magoo pulled even with Zahrt as they crested the top of the fast uphill. When they appeared in view again, Chandler had the advantage. On the way down the hill, Zahrt tried an inside pass, got into some slick ground, and after several cartwheels, wound up on his wallet. Zahrt got back up, still in third, but Chandler was gone.

Fourth place was interesting battle. Atwood held it for only a little while, then Denton took it over. The Suzuki of Pomona rider had it for a few laps, but "Little John" Hateley passed him to take fourth at the finish, behind Breker, Chandler and Zahrt. Tony Wanket (Yam) passed Denton for fifth, Atwood was seventh and Dennis Brand (Suz) was eighth. Moorewood DNFed and Roger Jones dropped back in the pack.

Shaun Kelly (Suz), from Houston, TX, holeshot the second moto. This time Zahrt was the first one by, although Breker was past Kelly before the completion of one lap. Magoo was fourth, Denton fifth, Brand sixth, Hateley seventh and Wanket eighth.

Chandler disappeared from fourth on the following lap. His berserk reputation had preceded him, but there was no place worse on the course for it to catch up with him than in the Dirt Diggers mudhole. Magoo crashed there and dropped to sixth.

Zahrt led for most of the moto, but Breker passed two laps from the end to make his win as profitable as possible, since the purse was paid according to each moto finish as well as the overall finish. As the moto continued Denton passed Kelly for third, and Chandler was already around Brand on his way back up to the leaders. Wanket followed Chandler past Brand, and a lap later they both got in front of Kelly.

On the last lap, with Breker and Zahrt occupying the first two spots, Chandler made it by Denton for third, as did Wanket for fourth. Denton was fifth, ahead of Brand, Kelly, Hateley, Atwood and Eugene McKenzie (Hus).

The overall order went: Breker (1-1), Zahrt (3-2), Chandler (2-3), Wanket (5-4), Denton (6-5), and Hateley (4-8).

Pioneer Race

Dick Mann, on a Dick Mann Specialties-framed TT500, won the "Pioneer" race, held to reunite some famous names from the past as well as a couple of present-day pioneers. John Rice (KTM) gave Mann a hard time in the early laps, but soon dropped out of it and Mann ran away with the race. Feets Minert (BSA) ran well until he came to a stop at the top of the uphill. On that note, Mike Goodwin, the Supercross entrepreneur, took over second on his Husky 390 Automatic and held it to the finish. Bryon Farnsworth (Kaw), Jerry Willingham (Bul) and Bill Friant (KTM) completed the top five.

Old Timers Race

Mann came back to win the Old Timers race, an event competed in, scored and checked by the Old Timers MX Assn. Again John R. gave Buggy a hard time, holding the lead for awhile during the early laps. Mann hung in there and eventually finished with a secure lead over John R., Blackie Lewis (Mai) and Doug Archibald (Mai).

One of the more unique aspects the Old Timers race was the generosity of one rider, Manny Dauber. Manny splashed in the lake alongside the mudhole and ended up giving his 250 Elsinore to Louie McKey, who helped drag it out of the water. Racing World operator Ron Hendrickson offered a case of Coors to any unfortunate soul who wound up in the drink. There were several takers.

500 Junior/Expert race

Larry Roeseler had been held winless on Saturday, so he responded by coming from the second row to take the 500 Junior/Expert lead in the second turn. Craig Adams (KTM) was

second as they prepared to finish the first lap. Near the spectator undercross, Larry stalled the 390 Husky, and while he was searching for neutral, Adams took the lead. That lasted less than a lap. Roeseler won with a good lead over Adams, Dave Caspary (Mai), Wayne Martin (Yam), John Fero (Yam), and Tim Sarien (Yam). Wayne Allen was the first junior at 10th overall.

Michael Hair (Yam) was the wire-to-wire leader in the 500 Novice class. David Kohn (Suz) and Jim Caspary (Mai) were early challengers, but after they dropped back, Eric Burney (Hus) moved in to take second, followed by John Wozniak (CZ), Mark Force (Yam) and Rocky Huish (Yam).

Earl Roeseler preceded his son's successful example by winning the Senior class, leading all the way. Dick Camp (Yam) was second, ahead of Bruce Lewellyn (Yam) and Earl Carpenter (Yam). Gary Deckert (Yam) was the first novice at fifth overall. John McCown (IT175) didn't quite make it to ninth; at the finish, Little Kookie was a nose in front of him.

Women's Race

Sue Fish (Yam) found herself out-dragged going up the start hill by DeDe Cates (Yam) and Cherry Stockton. That was the only time anyone got by the "Flying Fish," who flew to a gigantic lead in winning the women's division. Carey Steiner (Yam) rode to an unchallenged second over Dawn Grant (Hus), Cherry Stockton (Yam) and Diane Harmon (Hon). Dawn Paiment was first novice, finishing seventh.

Vintage Race

The "British-American" or "Vintage" class went to Chuck Cummings (Tri), who led the four-strokes in. Neither of the above titles

really worked; there was a BMW competing, as well as a CCM motocrosser. But nothing Japanese. John Barnes (Tri) led the first few laps, until Cummings passed him in the mudhole. Frank Brewer (Tri) was third, Bill DeMichele (Tri) fourth and Bill Hair Sr. (Tri) fifth.

The chap above the 500 Indian, and underneath all the feathers, claimed not to be the Phantom Duck of the Desert. "He talked me into it. I'm a friend of his, and besides, I had the old bike."

Results

500 NOVICE: 1. Michael Hair (Yam), 2. Eric Burney (Hus), 3. John Wozniak (CZ), 4. Mark Force (Yam), 5. Rocky Huish (Yam), 6. Gale Tyler (Suz), 7. Jim Caspary (Mai), 8. Michael Goodwin (Hus), 9. Steve Harper (Yam), 10. Jerry Beaman (CZ).

DIST. SENIORS: 1. Earl Roeseler (HUS-EX), 2. Dick Camp (Yam-EX), 3. Bruce Lewellyn (Yam-EX), 4. Earl Carpenter (Yam-EX), 5. Gary Deckert (Yam-EX), 6. Charlie Morris (Hus-EX), 7. Francis Christensen (Yam-EX), 8. Richard Burley (KTM-EX), 9. J. McCown & Kookie, Jr. (Yam-EX), 10. Wayne Lumbattis (Mai-Nov).

500 JR/EX: 1. Larry Roeseler (Hus-EX), 2. Craig Adams (KTM-EX), 3. Dave Caspary (Mai-EX), 4. Wayne Martin (Yam-EX), 5. John Fero (Yam-EX), 6. Tim Sarien (Yam-EX), 7. Mark Barnes (Suz-EX), 8. Andy Bolander (KTM-EX), 9. Butch Darling (Suz-EX), 10. Wayne Allen (Yam-Jr).

PIONEER: 1. Dick Mann (Yam), 2. Michael Goodwin (Hus), 3. Bryon Farnsworth (Kaw), 4. Jerry Willingham (Bul), 5. Bill Friant (KTM), 6. Blackie Lewis (Mai), 7. Larry Earhart (Bul), 8. Don Surplier, 9. Daniel Kline (Grel), 10. Kasey Rogers (Suz), 11. Dave Schuler (Yam), 12. Larry Heinselman (Yam).

WOMEN'S: 1. Sue Fish, 2. Carey Steiner, 3. Dawn Grant, 4. Cherry Stockton, 5. Diane Harman, 6. M. Thunderpussy, 7. Dawn Palement, 8. Patti Newman, 9. Lisa Christensen, 10. Kelly Caspary.

VINTAGE: 1. Chuck Cummings (Tri), 2. John Barnes (Tri), 3. Frank Brewer (Tri), 4. Bill DeMichele (Tri), 5. Bill Hair, Sr. (Tri), 6. Phil Haskell (Tri), 7. Ed Ogden (Tri), 8. Neil Anderson (Mtc), 9. Tim Henderson (CCM), 10. Pat Coghlan (Tri).

250 PRO: 1. Goat Breker (Hus) 1-1; 2. Kenny Zahrt (Bul) 3-2; 3. Danny Chandler (KTM) 2-3; 4. Tony Wanket (Yam) 5-4; 5. Gary Denton (Suz) 6-5; 6. John Hateley (KTM) 4-8; 7. Dennis Brand (Suz) 8-6; 8. John Atwood (Yam) 7-9; 9. Shaun Kelly (Suz) 14-7; 10. Jim Hoover 12-11.

OLD TIMERS MASTER: 1. Dick Mann (Yam); 2. John Rice (KTM); 3. Blackie Lewis (Mai).

OLD TIMERS EXPERT: 1. Basil Sanchez (KTM); 2. Ken Williams (Yam); 3. Bill Bird (Yam).

OLD TIMERS AMATEUR: 1. James Jones (Mai); 2. Dick Varvel (Mai); 3. Chuck Woody (Yam).

OLD TIMERS NOVICE: 1. Miles Addy (Hon); 2. Don Jensen (Mai); 3. Lowell Smith (Yam).



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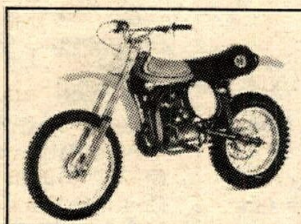
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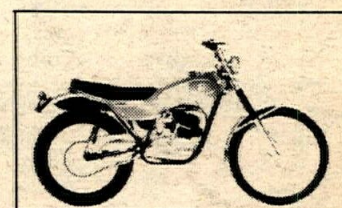
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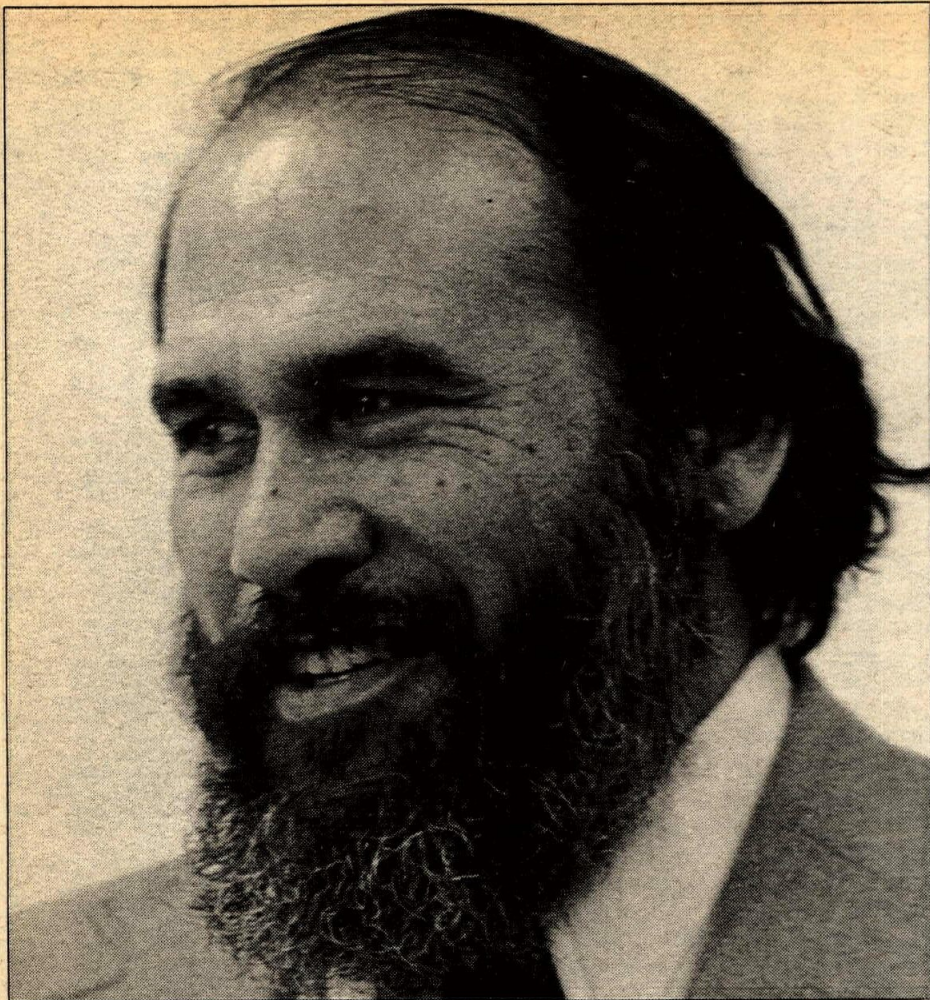


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The COTA 247 "T" is basically a softened version of the 247. The performance of an all-out Trials bike with the comforts of a dual-purpose or "Enduro" model.
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PHOTOS BY DALE BROWN

"Maybe it's a good idea to have an ORV trust for land.... It's a much quicker form of acquisition."

Rapping with Russell Cahill, Director of California State Parks and Recreation Dept.

CN: You say you've owned four motorcycles. Did you ever get into off-road riding?

RC: Yes, as a matter of fact I dinged up my Harley several times. I owed half my salary to a dealer in San Jose for quite a while when I was a kid. I have a homestead up in Alaska and the only motorized transportation on the homestead is a Honda Trail 90. It gets the best mileage for anything you can use on those roads back there. You have to bring the gasoline out from about 150 miles on a boat. It's very difficult to get gas into the area and you find a lot of people using very small motorcycles. You don't find very many people wasting gas up there when it's costing \$1.75-\$2.00 a gallon to bring it in. And I've hauled enormous loads of stuff on that Honda 90 — just like you see in pictures of people in Asia.

But I understand that many of your readers are into the competitive aspect and I think that's something I ought to address. If I have a choice to make in any of the allocations of money for off-highway vehicles, motorcycles, 4-wheel drive, or whatever, it's going to be for some sort of participatory thing. In other words, if the people who attend advisory committee meetings, hearings and the like want to know where I stand, it's the more people who are participating in the thing — and this goes for horseback riding, walking, motorcycles, *anything* — the more people actually participating, the better I feel about it.

CN: As opposed to what, spectating?

RC: As opposed to intensive spectator use. A lot of spectator sports, especially those not highly organized, will have more than a 50% participation ratio. People are there to watch the other classes run and they're going to run too. I think it's certainly

legitimate to have spectator sports, but I think they should be funded separately.

CN: But for instance out in the desert you have a very high ratio of participation from both competitive riders and their families.

RC: That's true. Who wants to watch the beginning and the end of one of those races? First off, all you do is get a great big cloud of dust and then everybody disappears. And then if you're lucky...

CN: It sounds like you've seen some of those.

RC: Yes I have. I was out at the Big Bear once, a long time ago.

CN: Does your department work with other government agencies like the BLM?

RC: I don't know, to tell you the truth — you're catching a new turkey. I've only been on now for five weeks. I've talked with the BLM Director and I've looked at some of the things they're doing with the desert planning process. I would expect them to take a major part of the load in this particular type of operation because they manage more than 16 million acres and we manage less than one million.

CN: If they treated us as well as the tortoises we wouldn't have any beef with the BLM. Have you talked with anyone from the Forest Service about possibly connecting trails in the Hungry Valley ORV Park with trails in the Los Padres National Forest?

RC: No, we haven't really started yet. We are still in the process of acquisition. But we will be discussing it with other agencies in the area.

CN: What is the status of Hungry Valley?

RC: I think the total of the acquisition money is up to about eight million

dollars. The last increment was three million out of the revolving fund. I just got a look at the figures yesterday.

CN: That's a good deal more than what's in the green stickie fund.

RC: Yes, and we're looking at that too and wondering why the big drop-off in green stickies.

CN: Well, people haven't seen anything! All they've seen so far is enforcement and harassment.

RC: Yes, I know, they want results. But right now it takes four years to go from the time a park is conceived of to a time you let the contract for any type of construction. That's not just for OHV parks, that goes for all recreational areas. Any state park where you have to build anything it takes four years.

I need to cut that process. I need to get the legislature to address that action and cut some of the bureaucracy so some of these jobs can get done faster. But no one's going to be able to promise an instant out. It takes two or three years to acquire the property. We end up going through the political process just buying these parcels and this state has some of the strongest protections against government taking private property arbitrarily that I've ever seen. We're in condemnation actions on a whole lot of properties for parks and we have to go back to the public works board three times just to get it approved to do that. It's fair enough, but I'd like to make sure it's not done just to make someone fatter on property speculation. I'd like to see the thing cut to the point where there's a fair hearing or condemnation but it's decided one way or the other — so the fair hearing process says "forget it, you can't do this," or "it's not right," or it says "go ahead and do it" and we expeditiously acquire the property and develop the parks. It's been a year now and we're still in the acquisition process in Hungry Valley.

CN: The last we heard, there was some sort of a bill on the governor's desk to be signed.

RC: He signed it.

CN: So, Hungry Valley is moving right on down the line?

RC: It was one of the first things I recommended, right away, after 3,000 letters came in because of a quote in the Sacramento Bee. The guy [Rob Raser] flew out from the AMA in Ohio just to see if I really was on the level. I recall that interview very well. The guy asked me, "Well, how do you feel about off-highway vehicles?" and I said number one, the state's involved in it and state's going to continue to be involved in it. We're going to complete the projects we have now — I want to see how they operate. I'm going to do the projects that got started under Bill Mott, I'm going to get them done as quickly as possible, and I'm going to see how they work. And he said, "Well, what do you think the long range view is, on off-highway vehicles, that there's going to be a tough time getting gas somewhere in the near future."

CN: Well, you know, we can run on alcohol and other renewable resources if we have to and we're perfectly willing to do that.

RC: Oh yes, I know that. Since then I've had discussions with several dozen people from the motorcycle and off-highway vehicle community who have pointed out the error of my projections. But just like anything else, it's the visible thing that counts in the public image of the thing and I was dealing from the public's image.

If you pick up a copy of any motorcycle publication — I picked up a copy of "Cycle World" on my way down here, I hadn't looked at it for a long time — just to see what was in it, and here's an advertisement for a new

Harley. The guy that's on it looks like Darth Vader, out of Star Wars, it's all black and the pipes are black, and the psychological imagery that's built into that advertisement is, man here comes the combat troops into your house! The public's image has something to do with that. I'm reflecting now, you know, I was gone from this country for a long time, out in the boondocks, and frankly I was amazed at the proliferation of motorcycles, 4-cylinder half-liter bikes that all look the same. I'd have to look carefully at the name on the side. I remember, just before I left this part of the country and went to Alaska where you don't see much of this kind of activity, I rode a Kawasaki 3-cylinder that scared the death out of me. It was something I almost couldn't handle and got off it very quickly. I come back now and here's this array of things — and the public's image right now is on big bikes. Heavy advertising on 1000cc bikes, 850's and I understand bigger things coming down the pipe, 30-40 miles per gallon bikes, as a general rule. Yet I know there are 100,000 people riding around on 100cc-125cc Hondas, Yamahas and trailbikes. Maybe they don't put a lot of hours on those bikes, but generally the fuel consumption on those things is going to be a heck of a lot better.

CN: You're a bicycle rider aren't you?

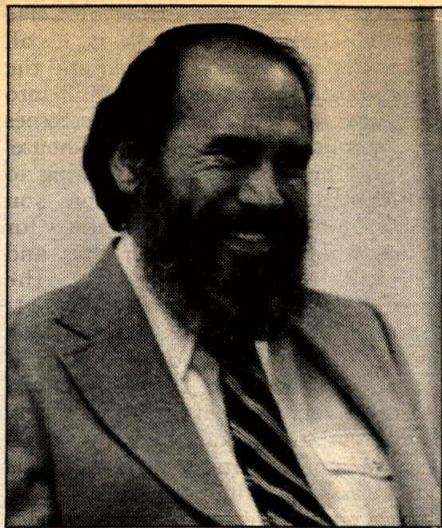
RC: Yeah — I'm a convert.

CN: Well, anyone that's ever been into bicycling knows that unfortunately the world's not all down hill. There are places where they have a sign saying "no bicycles" because they don't expect that a normal human being could pedal up it without a heart seizure — that's why motorcycles were invented in the first place. Then we turned it into fun, not just utilitarian like it would have to be in Alaska and places in the third world. So we have a sporting nature to it now and I don't feel that Americans are going to give up their enclosed 4-wheel luxury for even the largest, most sophisticated big bikes on the road. But I think the off-road thing is going to stay with us for a long time because those of us who love the desert for example, if you've ever tried to hike 20 miles in the desert you just about have to have a burro with a water bag, and yet a 20-mile trip to see the petroglyphs and then another 20 miles back is quite easily done on a tank full of gas with your whole family along.

RC: To point up a really serious management issue, things like some petroglyphs and some natural phenomena have become much more accessible to people and much more difficult to protect. Those of us who are in the "cop" side of resources management know it's just not possible for the public sector to take care of all that stuff. I understand there's a very strong movement towards responsibility, self-policing and those kinds of efforts. In the end I think it's got to be a necessity, but once again it's a public image, and once the image gets to a certain point the regulations are going to come down on everyone's head.

CN: Well, you can't carry away too many stones and cacti on a bike — even a Honda Trail 90. Our recreation is a non-destructive, even ecologically sound, form of recreation.

RC: It could be. My perception, my first glance, is that there's been a lot more abuse since I left California about 11-12 years ago. I was out at Saddleback State Park, looking across the valley from the park (it used to be called Joshua State Park but it's now Saddleback State Park) in Antelope Valley, and there's a pretty seriously



"It's the system that's fouled up."

abused area that looks like hillclimb areas for 4-wheel drive vehicles, judging from the width of the lanes, and a big sandy erosion area that's spilled out like an avalanche delta at the bottom of the thing. When you see that it just gravels you. You know the wind's gonna blow, it's already widened it. You can see areas that if they had been managed, if you could find concrete kind of landscape where you could hillclimb and not tear the thing apart — or where you could restore it for that matter — if you had a management system to where you could put the thing back in shape...

CN: There are hills that have been used since the turn of the century in Michigan and Pennsylvania where they do manage it, sow it with rye and so forth.

RC: You could avoid that though. It's an almost impossible thing to manage on a wide open basis, yet that's one of the big values of it and I know that value. I'm into the wide open spaces myself, both on foot and on vehicles as well, but it's almost impossible to manage and it requires a heck of a lot of self-discipline.

CN: In Hollister Hills there's a very high management factor. In fact so high they had a scandal over it about the first of this year. But what's the difference between a park and a recreation area?

RC: A park has more of a preservation image, but certain kinds of recreation, let's say traditional rather than allowed, because the statute's not completely clear in California as to what you can do in a park and what you can't. Some of that's up to the commission. A recreation area is for more participatory games, trails, active use trails, I'd say more volume would be the philosophical difference between the two.

CN: Still, not to the long term detriment of the facility.

RC: Certainly not. I don't think even in the most intensive use facility we should be doing anything more than sustained yield. Somebody ought to be able to do the same thing or some other use 100 years from now without us having to close it down for 40 years for restoration purposes. But that doesn't bother me. This department has been able to do a good job of preservation of historical and natural things. It led the country. We were in there doing it before the federal government was. I don't see why we can't take that same expertise and apply it to the revolving recreation needs of the people, motorized and non-motorized, and even get into the urban areas and try to solve some of the landscaping recreational problems we have in California's urban areas.

CN: Boy, do we need some open areas around here! But getting back to the green stickie program, which we backed all the way. Motorcyclists

(Continued on page 36)

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(Above) Tom Kelly took second overall behind teammate Balentine. (Above right) Balentine collected the champagne, pretty girl and the rest of the winner's spoils upon his CRC return. (Below) Benny Padilla led it to the bomb, retired with a flat at the halfway point.



PHOTOS BY JERRY G. WELTON



Balentine's back and charging hard at CRC

By Jerry G. Welton

CALIFORNIA CITY, CA, NOV. 6

After battling in AMA District 37 for the past month and a half, Bob Balentine and his 400cc KTM came back to the CRC action victoriously at California City.

A brisk head wind confronted the riders as they sped towards the smoke bomb. Just preceding the smoke it was Benny Padilla (Open Yam) with about a 100 yard spread over Phil Stumbo (400 KTM) and Balentine. Novice Kevin Cantwell (400 Yam), "Bad" Brad Henson (175 LT4) and Al Wurtzel (250 KTM) moved by next with Tom Kelly (250 KTM) and Monte Lee (250 Yam) moving in to help increase the ever widening pattern of riders heading for the first canyon.

About five miles out, Stumbo worked his way by Padilla and into the lead. Henson moved into a firm fourth at the first canyon with Kelly and Cantwell following.

Wurtzel was running well with the leaders when he got out of shape and was thrown from his cycle. When he recovered, several bikes had gone past and Wurtzel was forced to play the catch up game.

Gary Davies (400 Yam) took a very wide to the right line and before he knew it had worked his way into the top ten.

Up front, Stumbo was still in command with Padilla just ahead of Balentine. Benny unloaded on a ridge and Balentine made his way into second with thoughts of putting a fast move on Stumbo.

Henson flattened a tire while running fourth and was forced to call it a day. Kelly filled in the fourth spot with Cantwell persistently trying to stay with the leaders.

Approximately three quarters of the way around, near Camp C, Balentine worked his way past Stumbo. When Balentine felt he had built up enough distance over Stumbo he started riding at a steady pace. With no warning, Stumbo shot by Balentine and once again took the lead. With both racers riding on the ragged edge they proceeded in towards the pits.

From camp you could see a large dust cloud approaching from the northwest, and most people thought it was the first place bike, but when it got closer it was a complete surprise to most.

The white Clean Sweep jersey of Stumbo and the red, white and blue KTM jersey of Balentine were nearly side by side as they approached the camp area and as they turned down the pit road there was less than two seconds separating them. As the two leaders rode out of sight, a small puff of dust came in a minute later. Kelly had moved into third after passing Padilla a few miles out. Padilla pulled in with a flat tire a couple of minutes later and parked his scooter for the day.

The next three bikes were tightly woven as Cantwell led Davies and Lee into the pits. Davies and Lee had swapped positions several times in the last few miles and neither one of them were about to let up for a second.

Heath Hibbard (400 Yam) was through next with Pat Jones (250 Hus) and amateur Kent Perkins (390 Hus) a little ways behind.

Running 11th overall was Sodbuster Tim Nething (250 Hus) with Ed

Mundy (250 Suz) and Scot Duncan (250 Yam) coming through and passing Tim as he pitted. Wurtzel was running 14th at the end of the loop despite his early get off.

In the Women's Division, Laura Lockridge (250 Yam) was merely seconds ahead of Jolene Payne (175 KTM) as they proceeded down pit road.

Greg Stern (250 KTM) led the beginners to the bomb and never lost it for the duration of the first loop. Alan Dryden (125 Suz) was through next with Donnie Morrison (125 Suz) right behind him. Morrison took an ultra quick pit stop and left the pits ahead of Stern and Dryden.

Mark Heath (80 Yam) brought the Mini class around for the checkered flag ahead of Kelly Kline (80 Yam) and Byron Van (80 Yam).

Stumbo continued to lead Balentine into the fire road section about two thirds of the way around. Stumbo was really trying to open up some space between himself and Balentine but in the process, unloaded and tore something loose in the transmission.

Balentine stopped to see if Phil was all right, and after doing so, continued on.

At the finish it was Balentine with about a minute or two over Kelly. After the two KTM boys came Davies and his Sport Time Yamaha just ahead of Lee. Davies and Lee fought feverishly on the last loop with Davies having a slight advantage at the end.

Cantwell showed the rest of the novices how it's supposed to be done by arriving fifth overall just ahead of Pat Jones who had only a mediocre start.

Perkins was in next with the amateur win and a comfortable margin over Hibbard. Scot Duncan kept it on both wheels to capture ninth overall and first 250 Amateur.

Wurtzel rounded out the top ten and was once again victorious in the 250 Junior/Senior expert class.

Mike Martin (390 Hus) was in next just ahead of amateur John Foster (175 Yam), the first lightweight finisher. Tim Nothing began to tire on the second loop and dropped off of the pace but managed to capture top honors in the 250 novice class.

Jolene Payne took the women's division after passing Lockridge on the second loop.

Donnie Morrison finished first overall beginner with Greg Stern second. Alan Dryden made his first appearance on something other than a mini and did a very fine job of it.

The course was said to be another fine challenge and was seemingly enjoyed by all. The regular gusts of wind kept the dust off the trail and visibility was excellent.

Results

OPEN EX: 1. Bob Balentine (KTM), 2. Gary Davies (Yam), 3. Heath Hibbard (Yam).

250 EX: 1. Tom Kelly (KTM), 2. Monte Lee (Yam), 3. Pat Jones (Yam).

0-200 EX: 1. Tim Plant (DMG).

JR./SR/EX: 1. Pat McEnoy (Yam), 2. John Richardson (KTM).

OPEN AM: 1. Kent Perkins (Hus), 2. Tom Mattox (Yam), 3. Jim R. Smith (Yam).

250 AM: 1. Scot Duncan (Yam), 2. Mark Moullet (KTM), 3. Jeff Wilson (Suz).

0-200 AM: 1. John Foster (Yam), 2. Mike Easley (Yam), 3. Mark Gervais (Yam).

SR/AM: 1. Ken Ellis (Hus).

JR/SR/AM: 1. Boyd Jantzi (Yam), 2. Ed Waldheim (KTM).

OPEN NOV: 1. Kevin Cantwell (Yam), 2. Richard Goetz (KTM), 3. Phil Galdi (Yam).

250 NOV: 1. Tim Nothing (Hus), 2. Steve Brookshire (Yam), 3. Jack Fuller (Yam).

0-200 NOV: 1. Joe Zuidema (Yam), 2. Scott Atchison (Yam), 3. Cliff Roberts (Yam).

JR/NOV: 1. Bob Bullington (Yam), 2. Chuck Bruen (Yam), 3. Mike Gaines (Hus).

SR/NOV: 1. Don Duncan (Suz).

WOMEN AM: 1. Jolene Payne (KTM), 2. Lori Farmer (KTM), 3. Laura Lockridge (Yam).

WOMEN NOV: 1. Nan White.

MINI: 1. Mark Heath (Yam), 2. Kelly Kline (Yam), 3. Byron Van (Yam).

OPEN BEG: 1. Kim Waters (Yam), 2. Chris Girard (Yam), 3. Steve Beuson (Yam).



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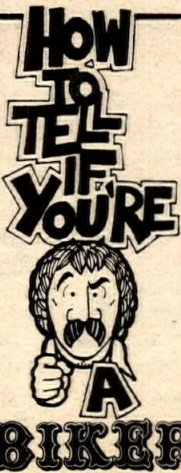


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PHOTOS BY JIM GIANATSI

(Top) Brad Lackey breaks trail on the outside while the Washington state crowd roots for their favorites. (Above) Marty Smith levitates on his way to the overall win. (Below) Chuck Sun, this week's profile person, lays a north-western roost on our photographer in pursuit of Mike Bell.



Smitty roosts Puyallup

Marty takes 2nd Trans-AMA win of the Series and Warren Reid makes it an all Honda show

By Jim Gianatsis

PUYALLUP, WA, NOV. 20

"I almost lost it on the last lap," laughed Marty Smith with more than a slight sigh of relief. He had just held off Roger DeCoster for the second moto win. "I missed a shift going over

that big jump and landed way over on the front end. I know I hit on the handlebar cross brace. If that had happened to me earlier in the race I know I would have bailed off — but it was the last lap and I knew I had to try and save it."

Save it he did, as Marty on his Dave Arnold prepared RC 400 Honda led both motos from start to finish at sandy Puyallup Raceway for his second overall win of the 1977 Trans-AMA Series. Finishing second overall for the day was defending Champion Roger DeCoster on the RN 400 Suzuki. Roger nearly caught Marty near the end of the final moto. Third overall for the day went to Smitty's Honda teammate Brad Lackey.

Hopes for America's first Trans-AMA Series Champion faded when Bob Hannah could do no better than fourth overall, allowing the Belgian rocketship DeCoster to increase his points lead with one race still remaining in this year's Series.

Warren Reid made it an all Honda show for the afternoon as he pulled off the 250cc National class victory ahead

of Yamaha's Broc Glover and Mike Bell.

Moto one

It was hardly an understatement that the rest of the factory teams were seeing nothing but red as Marty Smith led the opening moto charge through turn one ahead of teammates Jim Pomeroy, Tommy Croft, and then Brad Lackey, who powered his works Honda around Yamaha's Pierre Karsmakers for fourth spot just a few laps later.

Buried back in the flying sand of mid-pack were the two riders who had dominated the Series thus far... DeCoster and Hannah. It took them a while to see where they were, but once they began picking off slower riders it was no time before they began trading positions between themselves in their charge toward the front.

Marty was riding a cool, relaxed pace as he maintained his front running position for the first half of the moto. "Tomahawk" Croft then began a strong push that sent him blasting past Pomeroy and up on Smitty's rear fender. Tommy figured

he could pass Marty, but there was no way it could be done easily. He made his move on Marty and the two of them thumped together.

"I didn't want to chance knocking Marty down to get around him," claimed Tommy, "so I backed off after that. At Honda we go for the team effort."

Tommy must have meant a Team Honda show as he continued to shadow Marty for first place while Lackey and Pomeroy played a hopscotch shuffle for third. What really had the capacity crowd pegged up against the fence, though, was the paint trading between DeCoster and Hannah as they worked their way around Karsmakers and up into fifth spot. Lap after lap the two champions bounced their ways side by side across the sand whoops. A rock blew through Hannah's front fender early in the going and now the fender was nearly gone, allowing the spinning front tire to pelt him blindly with sand. More than once he mistook DeCoster for a berm.

"Hannah's so wild sometimes... a good rider, but wild. He hit into the side of me off a jump and knocked my bike out of gear. He's gutsy — never afraid of anything. I stayed away from him after that," Roger said.

"Roger ain't no angel either. He'll cut you off in a turn quicker than anybody, including Weinert," Bob responded.

With three laps to go the Hurricane's front fender broke completely away. Both Bob and Roger had already thrown their sand caked goggles away and now, with sand blasting directly into his eyes, Bob was forced to back off because he couldn't see.

Up front, the Honda steamroller boiled across the finish line with Smith, Croft, Pomeroy and Lackey no more than 50 feet apart. DeCoster was next, then Karsmakers repassing teammate Hannah for sixth on the last lap, then Maico's Gassin' Gaylon Mosier, Harley's Eierstedt and Yamaha's Burgett.

Moto two

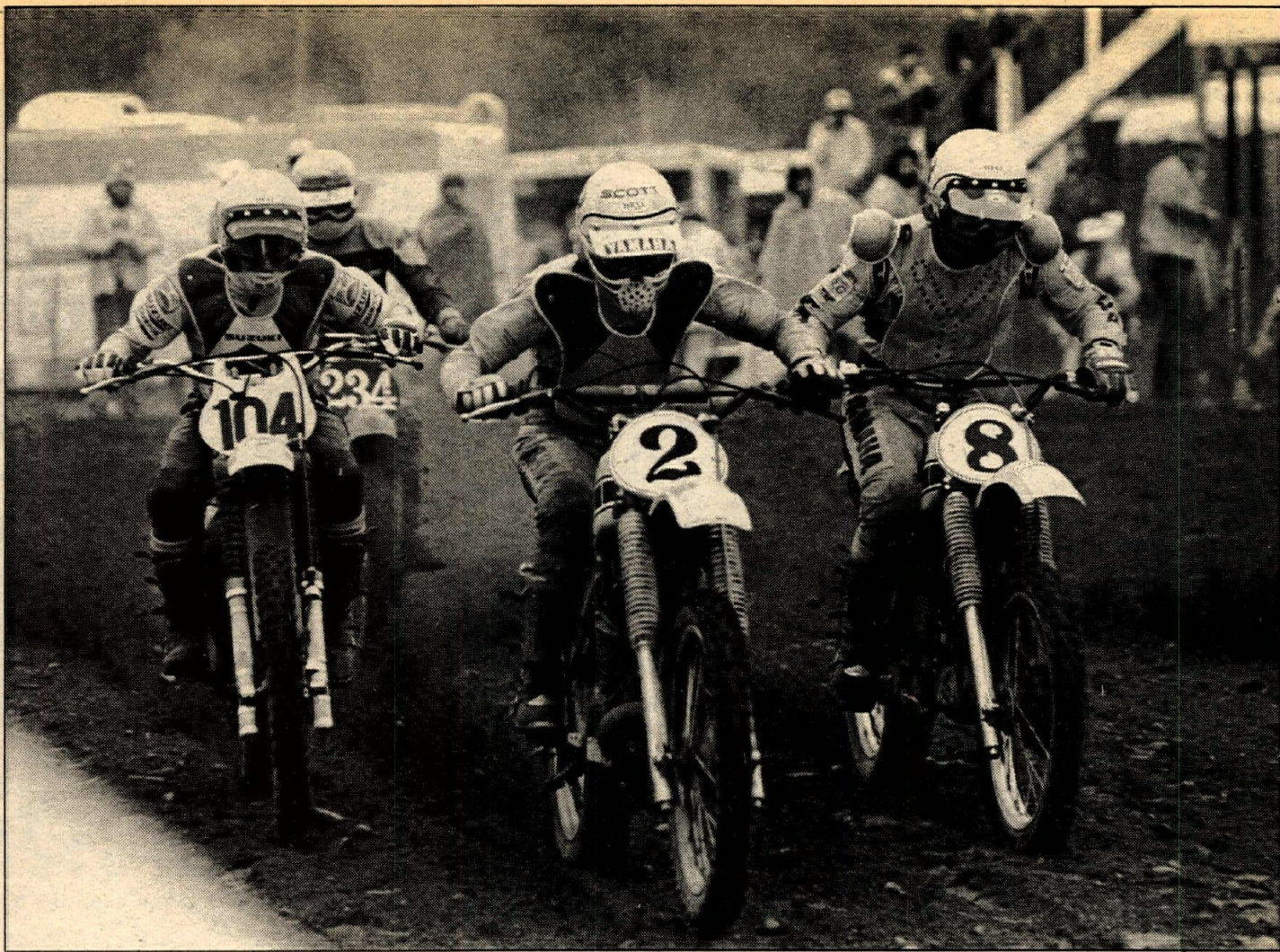
Round number two of the 500cc International Class looked nearly identical to the curtain raiser. Smitty again nailed down the holeshot, but this time tagged after by Lackey, Karsmakers, DeCoster, Semics, DiStefano, Noyce, Malherbe, Croft, Weinert, Mosier and Hannah. In the first 20 minutes of the game Roger actually lost ground as Tommy Croft dialed in another spectacular riding display to wheel right up to second spot — just behind Marty.

Teamwork played a major role again as it seemed like Tommy backed off his pace to avoid any confrontation with Marty over the lead. As it turned out Tommy should have cooled his pace all along as his banzai charge began to snap the spokes in his Honda's rear wheel and eventually left him dragging his bike back to the pits. Towards the end of the moto the same fate befell teammate "Bimbo" Pomeroy. It is the only major problem the RCs have experienced in the series.

Halfway through the moto DeCoster finally began to increase his pace and started moving forward instead of backwards in the field. He waited a lap too long as it proved at the checkered flag, with Marty beating the R.D. across by a scant few feet.

All along the way the crowd cheered them on, with Marty nearly blowing his overall victory on the last lap when he missed a shift coming off the big Puyallup jump. The instant loss of rear wheel torque put Marty into a nose-dive that he almost couldn't save... but, somehow he did.

"He's been feeling down the last few weeks," explained mechanic Dave



(Above) Close action off the start as DeCoster (104), Hannah (2) and Rick Burgett (8) blister by. (Right) Hannah's front mudguard is just about gone, sandblasting his goggles and destroying his pace. (Below) 250 winner Warren Reid. (Below right) Bad Brad gets a handful.



Arnold about Marty, "so I've been pumping him up this last week and it sure has helped."

Tailing Marty and Roger across the line were Lackey, DiStefano, Hannah, and then England's Graham Noyce finishing his first race with Team Honda after suffering a shoulder separation at his Missouri debut two weeks ago. Pierre Karsmakers was forced to retire the second moto with engine problems, after running strongly. Danny LaPorte suffered stalled engines and crashes in both motos with his Suzuki.

250 National Class

"I just wanted to show that us California guys can ride sand tracks too," said Honda's Warren Reid after pulling off his second win of the Series, in the 250cc National Class.

The day's exciting surprise was Jim Pomeroy's younger brother Ron, who ran away with the opening halves of both motos before fatigue got the best of him. Arlo Englund also ran up in





(Above) Ron Pomeroy leads this 250 National start with winner Reid (23) close behind. (Below) This week's feature bike, Bengt Aberg's 500 Yamathumper. (Below right) Series leader Roger D. (Bottom) Mark Barnett smiles (grimaces?) for our camera.



second spot for awhile before bike problems took over and the racing once again fell to series regulars Reid, Mark Barnett, Chuck Sun, Broc Glover and Mike Bell.

Chuck Sun got his Husky off the line slowly to eventually move up to second place. Chuck came back in the second moto to try and pass Warren for the moto and overall victory.

"It was my fault," Sun admitted. "I crashed into Warren trying to pass him. It stalled my bike and I couldn't get it running again."

If Chuck Sun had just finished the second moto in 10th place he would have wrapped up the National Class title for Husky. Now he will have to wait two weeks until the Sears Point's final.

As Warren Reid remounted to finish the moto in second spot, it was 125cc National Champ "Broccoli"

Glover who rocketed by to score the moto win, and second overall for the day behind Reid.

Results

500cc INTERNATIONAL: 1. Marty Smith, 1-1 (Hon). 2. Roger DeCoster, 5-2 (Suz). 3. Brad Lackey, 4-3 (Hon). 4. Bob Hannah, 7-5 (Yam). 5. Tony DiStefano, 11-4 (Suz). 6. Gaylon Mosier, 8-7 (Mai). 7. Rick Burgett, 10-8 (Yam). 8. Tommy Croft, 2-* (Hon). 9. Jim Pomeroy, 3-23 (Hon). 10. Jimmy Weinert, 16-10 (Kaw). 11. Rich Eierstedt, 9-17 (H-D). 12. Graham Noyce, *-6 (Hon). 13. Pierre Karsmakers, 6-* (Yam). 14. Andre Malherbe, *-9 (KTM). 15. Gary Semics, 18-12 (Kaw). 16. Kent Howerton, 17-13 (Hus). 17. Steve Stackable, 12-18 (Mai). 18. Rex Staten, *-11 (H-D). 19. Herbert Schmitz, 13-19 (Mai). 20. Bengt Aberg, *-14 (Yam).

250cc NATIONAL: 1. Warren Reid, 1-2 (Hon). 2. Broc Glover, 6-1 (Yam). 3. Mike Bell, 4-3 (Yam). 4. Mark Barnett, 3-6 (Suz). 5. Darrell Schultz, 15-4 (Mai). 6. Chuck Sun, 2-* (Hus). 7. Steve Rhyon, 11-11 (KTM). 8. Blaine Elledge, 9-15 (Hus). 9. Arlo Englund, 23-5 (Yam). 10. Jeff Jennings, 8-18 (Suz). 11. Ron Pomeroy, 5-* (Mai). 12. Mickey Kessler, *-7 (Mon). 13. John Savitski, 7-23 (Suz). 14. Denny Swartz, *-8 (Mai). 15. Danny Weir, 13-16 (Suz). 16. Greg Theiss, 24-9 (Hus). 17. Charles Halcomb, 22-10 (Hus). 18. Wayne Boyer, 10-* (Suz). 19. Jim Turner, *-12 (Suz). 20. Andrew Bishop, 16-17 (Yam).
* Did not finish.

EDITORIAL

AMA: Winner of our discontent

By Charles Clayton

Every year about this time the American Motorcyclist Association (new name) slows down for a few months and lays plans for next season. Major events are tentatively scheduled for the coming year, policies and rules are re-examined, and members start campaigning for the February officers election.

This time even the staff put their spokes in when they asked the Board of Trustees to fire their association manager, Barrie Best, after only 90 days on the job, and rehire former legal director Gene Wirwahn to take his place. Mr. Wirwahn had terminated the AMA recently to enter private practice, but was persuaded to return "temporarily" until a new manager is found.

Unheard from since it bogged down in impotency during the Russ March era, the AMA Congress is flexing its will in small matters, demanding more consumer members on the almighty Board of Trustees, and a change back to the old name, American Motorcycle Association. I recently learned that packing the board with rider reps would have little effect on AMA policy, since Class A (consumer) trustees cannot even vote for officers. All power resides in the offices of president and treasurer of the Association. Irony is the fact that Mark Rosen, Class A Trustee from the Eastern Region, was elected Vice President, and could not even vote for himself. Mr. Rosen is preparing to run for president this coming election. Bob Rudolf of Bates Industries has served two terms as president and announced that he does not plan to succeed himself.

Back gate scandal

Whatever, AMA racing is due for some change, and member policies that were scheduled for revision may stay the same. Mr. Best had proposed to raise AMA annual dues to \$15. That plan may be canned. Instead, AMA may look to upgrading its racing management, especially the infamous "back gate" policy. For years AMA has subsidized racer entry fees at the expense of promoters. One day's insurance for a professional racer costs AMA \$15, yet the racer pays an entry fee that is considerably less. To make up the difference, AMA collects a fee from pit support personnel as they come in through the back gate. The local referee is trusted to account for the back gate receipts and remit the money to AMA headquarters. But it appears that some (many? all?) refs dip into this pot sometimes (frequently?) and pay themselves an unofficial "bonus." Nobody knows how much the association regularly loses through this one example of loose management, but estimates range from \$200,000 to \$600,000 per year.

Previous boards have chosen to overlook the back gate scandal, if indeed they were even aware of it. They seemed to assume that their referees were pocketing the money dishonestly. "Half of our referees would quit if we fixed up the back gate!" one trustee of the association exclaimed. Besides, referee fees are too

low, and it's only costing the promoter, they reckon.

Wrong. It's costing us all — racer, promoter, association, even referees. One thing is causing the disappearance of non-national AMA dirt track races and that is our nefarious back gate policy. What's wrong with a rider paying his full insurance fee? Why not let the promoter control the back gate, and pay the referee a good fee for his services, plus a dollar or two per rider, for enterprise? Riders need local, non-national professional events to whet their abilities and earn advancement points from novice to junior to expert. Yet many times promoters see more people coming in through the back gate (pits, infield) than through his front gate (ticket booths, grandstands).

The bottom line is, you can't make cost with the front gate only on AMA non-national events. It is no wonder that there are none anymore. Novices and juniors have to travel to the few regional championship events that are still sometimes scheduled, to earn points for advancement to expert. This costs a rider everything he has, and then some. So how is an artificial \$9 entry fee benefiting the aspiring professional racer? It's time to fix the back gate and start encouraging some of the better promoters to put on more AMA races.

This year let us quit assuming that our refs are dishonest and stop making them collect AMA money on top of everything else they are responsible for. It has reached the point where nobody is having any fun or making any money. Already the nationals are starting to suffer from lack of experts qualified to enter, and, for a variety of reasons, it will get worse in 1978. There needs to be regular farm tracks where the up and coming youngsters can get racing experience, and where the track can make a living off of family and friends. Such tracks may still exist, but they are not AMA sanctioned. Now you know why. Perhaps this may change soon.

Bring back brand competition

National races are thriving now. AMA ran 28 successful nationals on the Camel Pro Series alone last year, and already has scheduled 32 for 1978. The upper limit seems to be the maximum number of weekends on the calendar. This crowded schedule is both a blessing and a curse. Occasionally a junior invitational race is added to a national, and at road races even novices get some time on the track. On the other hand, a rider has to race almost every national on the schedule if he's making a serious bid for Number One. It is true that the top three national points winners this year got there without scoring in any road races. Next year's schedule, with more pavement nationals on it, may change that situation.

Harley-Davidson has succeeded in doing what everyone used to accuse them of trying to do: dominate flat track racing. They did it with a highly-developed machine that simply gets the job done better than any other brand. This has given us some fine, close racing, but rubbed out the brand contest that is so popular with spectators. What is ironic is that H-D is mainly in the road segment of the market and makes the best dirt racer, while Yamaha, which dominates road

(Continued on page 21)

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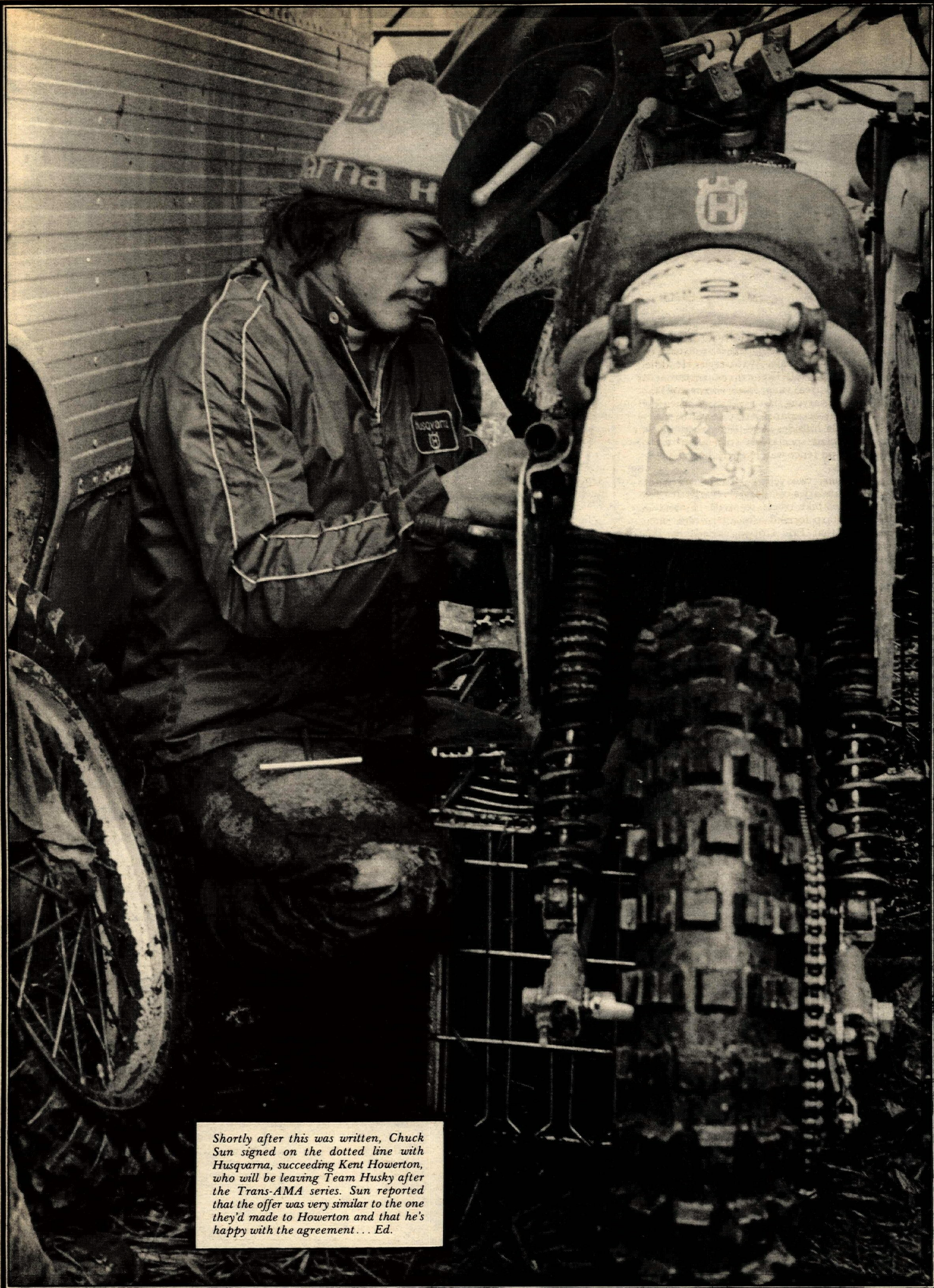
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Shortly after this was written, Chuck Sun signed on the dotted line with Husqvarna, succeeding Kent Howerton, who will be leaving Team Husky after the Trans-AMA series. Sun reported that the offer was very similar to the one they'd made to Howerton and that he's happy with the agreement... Ed.

Privateer's progress:

Chuck Lai Sun

By Charles Morey

Mechanics, riders and hangers-on scurried from tarp to tarp, crossing the pit area in a series of chipmunk-like dashes and pauses to avoid the first raindrops of the '77 Trans-AMA series. Huddled on top of the Unadilla hill like an encampment of refugees from a flood area, vans, motorhomes and factory-owned trucks of varying sizes and shapes provided shelter for their busy occupants. In spite of the early hour, other Unadilla hillsides were filling with yellow and red raingear-clad spectators; still more rested their elbows on the pit fence watching the nervous pre-race hustling within.

Off in one corner, two yellow Husqvarna trucks established the boundaries of a large enough area for two rider/mechanic/bike triads to settle in and do business. A broad tarp formed a roof between them, and it was there that Eric Crippa added the last minute touches to Kent Howerton's Number One plate bearing Husky and the imported Swedish team of Hakan Carlqvist and mechanic Pelle Persson prepared for Carlqvist's first Trans-AMA event. The Carlqvist/Persson duo's presence no doubt accounted for the number of Husky honchos who'd arrived from the Ohio and California offices, most of them to witness their first Trans-AMA race of the '77 series.

There was a third Husqvarna rider under the tarp, a 21 year-old MXer from Sherwood, Oregon, who -- wedged between his cycle and the truck he'd driven there with his knees against the engine cases and his back against the truck -- worked quietly changing the needle setting on his carburetor.

Charles Lai Sun, "Chuck" to a growing number of friends and fans, stopped working to share a moment with an inquisitive newspaper reporter who wanted to set up a time for an interview.

"Where're you staying?" the reporter asked. "Do you have a room at the AMA Headquarters motel? I'll meet you after the race and we'll do the interview."

"Well...I got a floor last night..." Sun replied thoughtfully, apparently unsure whether he should use the borrowed shelter as a meeting place.

The reporter was taken by surprise. He'd made the same mistake that so many people do when thinking about so-called "factory riders." He'd assumed that Sun, the newest member of Team Husqvarna, was operating on a company expense account, that he was being paid a salary and that of course the rider who had established himself as the man to beat in the Trans-AMA National/Support class series must certainly have been offered a bed in one of Husky's motel rooms on the night before a race. He was wrong on all three counts.

The man who crouched working before him, wearing a Husky hat, wearing a Husky jacket, driving a Husky truck and being his own mechanic on a Husqvarna that he'd ridden into the winner's circle at the Mid-Ohio and Lake Sugar Tree races, was a privateer. It took a minute to sink in. And then, even after considering that the big buck Japanese teams have blown race budget figures far out of proportion, it seemed unfair.

"OK," he answered finally. "No problem. I'll catch up with you later, and we'll work it out."

If Chuck Sun objects to his life on the motocross circuit, he doesn't admit it. Driving a truck furnished by Husqvarna -- they also provide bikes, parts and the same win money given to any Husky rider (\$100 for first, \$75 for second) -- Sun logged 45,000 miles this season competing in any championship caliber event he could find. He bought the gas. He bought the food. He either slept in the truck, bummed a place to sleep, or paid for a room out of his own pocket, depending oftentimes on how he'd placed on the previous Sunday. And he finished seventh in the 1977 overall National standings. Bob Hannah, Marty Smith, Dan-



ny LaPorte, Tony DiStefano, Kent Howerton and Tommy Croft will have lower numbers in '78. Name any other factory rider; he'll have a National Number larger than Sun's number eight.

Ask him about the bike; he says it's great. Ask him why he tunes it himself; he has an answer for that one, too.

"When I work on my own bike, everything's there. I'm my own tuner -- it helps if I can get into my bike -- a few pounds of air in the forks...you know. It keeps me busy during the week, too. Gives me something to do."

His present race machine (Sun also has a 250cc practice bike) is constructed around an old frame of Kent Howerton's. Husky forks and a set of shocks were bummed from Eric Crippa, Howerton's tuner, who also gave him one of the new 250cc cylinders that had undergone some improvements from Eric's port grinder. Sun gathered pieces from a 390CR, his 250cc National machine and the basic motor from his Supercross cycle, and blended them into the bike that's winning the Trans-AMA National/Support class series.

Chuck Sun approaches motocross in the same way a small businessman approaches his chosen means of earning a living. He invests a lot of hard work and long hours, and he does so willingly because he values two things: he likes what he's doing and he takes pride in his independence.

Those are two traits that he comes by naturally. Chuck is one of five children born to Roger and Carolyn Sun. His father is an independent businessman, and that's where Chuck seems to have picked up his ability and willingness to succeed.

"He likes to run his own business," Chuck said of his

father, then explained that he'd been involved in data processing until about five years ago when he'd bought a gas station.

"He's just a real good businessman. He employs three mechanics and people to pump gas. My brothers Ron, Mark and Kenny work for him. And if you mention anything about my brothers, you better mention my sister Suzie, too. She does gymnastics," Chuck smiled sitting in a New York restaurant thinking about his family on the other side of the country.

Sun got into what he calls a healthfood binge a couple months ago, and he consumes "handfuls of vitamins" every day to attain a nutritional balance. It all started with a trip to his dentist where the doctor told him he'd been eating too many carbohydrates and sent him to a specialist to have a hair analysis. Hair clippings were analyzed, and from the data obtained ("It had about five pages of graphs and charts!" Sun recalled) vitamins were prescribed to overcome any deficiencies. "Once everything's balanced out, I'll just take a multi-vitamin," Chuck explained.

Good eating, to Chuck Sun, means "Grandma's Chinese homecooking," but while on the road he just tries to maintain a balance of the good basic foods and stay away -- as much as possible -- from junk food. Exercise, including running, skiing, bicycling and dirt bike riding, keeps his 5'9" at a trim 150-pounds year round.

Charlie Halcomb, a Husky rider from California, travels with Sun -- the two form a mini-convo with their box-vans -- and a more agreeable pair would be hard to find. Good natured teasing, naturally, is part of the deal.

"Don't forget to tell them about his Naki," Charlie grinned when the conversation hit a lull. "It's his blanket -- mostly pink!"

"Hey!" Chuck was defensive, yet ready to joke. "That's Grandma's blanket. Don't make fun!"

"He never washes it," Halcomb continued gleefully. "We even taught that blanket to drive so we could sleep!"

"Girls like it," smiled Chuck, looking at the floor. "No, not really!" he added quickly, probably wondering what Grandma would think when she read the interview.

Sun says he has no steady girlfriend. He tried it last year; he, his girlfriend and mechanic Rocky Coursen traveled the circuit together in a pickup truck. But they broke up, she married another pro motocrosser and Chuck seems too involved right now in building his career to handle a fulltime relationship.

Roger DeCoster was the name that popped up when Sun was asked who was his most respected rival, then he qualified the statement, "He's not really a rival, I guess. I don't really race against him, but he's the most respected rider. Mark Barnett, I guess, is my most respected rival in this series."

"My goal for this year was to place in the top ten in everything. I missed it in the 500cc Nationals." With one event left in the AMA Supercross Series, Sun holds eleventh place, six points behind Tommy Croft. He earned ninth place in the 125cc National Series and eighth in the 250cc National standings.

Next year will be an especially important one for Chuck Sun. He's shown steady improvement for the past three seasons, and 1978 will be the one where he'll be trying hard for a National title.

"I'm goin' for the 250cc Nationals -- see if I can get that big Number One," he says.

And unlike many of the young pros, he'd like to race Europe in World Championship competition. "One more year in the U.S.," Sun concedes, "would be necessary. I'm not ready yet, but I will be."

Do you hope to do it on a Husky?

"Yes."



PHOTO BY PATTI TROTTER

Peter Wanket picked a pack of 125 Pros

By Patti Trotter

ORANGE, CA, NOV. 6
Malcolm McCassy's Captain's Anchorage sponsored 100cc Pro, \$500 purse race was the hit of the CMC Saddleback day.

As the hundreds blasted off the gate Mark Lawrence pegged the holeshot with Willy Simons (Yam) right on his tail. Mitch Mushgrave (Hon) was locked in third until Gregg Toyama yanked the position away. Jeff Ward whipped his Suzuki into fourth at the finish.

The second moto had Gregg Toyama go for an early lead only to have Brett Meyer sneak by, and by the end of the first lap Mark Lawrence had the lead. Simons filled the second slot when Meyer dropped out of the action. FMF teammates Toyama and Ward sewed up the three/four positions. First place was good for \$160.

After all three classes of 100's had been run, the bikes were checked to make sure they were legal. There was only one disqualification, for a 110 Suzuki. Rick Johnson (Yam) and Phillip Lucidi (Suz) were the top winners in the Intermediate and Junior class. Each were awarded a six foot tall trophy.

Jim Gibson was the man to beat in the Open class. Jim and second place rider Marty Moates (Hus) spent the entire fourteen laps eating each other's dust. David Williams (Mai) rode the entire race in an uncontested third. Messer and Messer (Mai), Luke and Bob, were next. Robert Marino (Yam) took over fifth until bike problems slowed him, then Dale Anderson moved in. He was working on Messer when the heat seized his piston. It was now Ron Tebbs' (Hus) turn to ride in the ill-fated number five slot.

Jim Gibson not only got the holeshot in the second moto, he totally wasted the competition. Luke Messer, Anderson, Williams, Moates and Marino spent the first six laps together. Anderson went out with a blown base seal. Williams whisked by Messer for second. Moates left Messer with Marino. Gibson, Williams and Moates took the largest share of the payback.

Monte McCoy was off the line first to start the 250 Pro action. Ron Turner had the lead by the end of the first lap. Scott Gillman (Yam) was

second with McCoy and Bob Elliott next. Gillman got the lead away from Turner but lost it when both went down in a tight turn. Elliott escaped the crash and went on for the win. McCoy stayed with him. Turner and Gillman finished next.

Turner took the holeshot in the second moto. Elliott had second with Gillman and McCoy next. Turner commanded the race for four laps until Elliott flew by. Turner, McCoy, Gillman and Tim Lunde were next. Elliott took home the \$160 overall money.

The 125 number one plate was up for grabs. David Taylor made it around to become parade master in the first moto. Cliff Lett was next. Jeff Ward (FMF), Terry Shekell (Yam), Ron Turner (FMF) and Lenny Giger (Suz) were all going for the lead. Peter Wanket and Randy Hess were back in the pack. On the second lap Lett swooped Taylor for the lead. Mechanical failure gave Cliff last place for this moto. Taylor re-took the forward ground. Wanket and Hess had moved up in the pack, picking off riders in their quest. On the back stretch Randy Hess stopped dead, his Honda was finished. Taylor, Ward and Turner had the top slots. When the white flag came out, Wanket was fourth, and by the end of the race he was second.

Taylor again went for an early lead in the second moto. Lett rode second with Ward and Bob Stem (Yam) next. Shekell, Wanket and Turner followed. On the eighth lap Taylor bit the dust and Lett took over. Wanket worked his way up to second. Peter waited until the last lap was nearing completion, then blew by Cliff for the win. Stem, Ward, Turner, Pat Hubbs and Steve Shippy (DG) crossed next. Peter Wanket not only won the overall, he has the CMC number one plate.

Results

MINI EXPERT: 1. Chris Morey (Suz).
MINI INT: 1. Mark Toyama (Yam).
MINI JR: 1. Vaun Butler (Suz), 2. Scott Bullard (Suz), 3. Randy Itow (Suz).
100 PRO: 1. Mark Lawrence (Yam), 2. Willy Simons (Yam), 3. Gregg Toyama (Yam).
100 INT: 1. Rick Johnson (Yam), 2. Steve Cobbett (Suz), 3. Lance Lawson (Suz).
500 PRO: 1. Jim Gibson (Bas), 2. David Williams (Mai), 3. Marty Moates (Hus).
500 INT: 1. Matt Carter (Yam), 2. Mark Mohs (CSC), 3. Steve Walker (Yam).
500 JR: 1. Jimmie Roy (Mai), 2. James Kenny (Mai), 3. Bob Pereira (Mai).
250 PRO: 1. Robert Elliott (Suz), 2. Ron Turner (FMF), 3. Monte McCoy (Yam).
250 INT: 1. Ted VanDenRaadt (Yam), 2. Darrell Brown (Mai), 3. Scott Kinnier (Yam).
250 JR: 1. Mike Burnett (Mai), 2. Orian Moore (Suz), 3. Robert Sheldon (Suz).
125 PRO: 1. Peter Wanket (Yam), 2. Jeff Ward (FMF), 3. Ron Turner (FMF).
125 INT: 1. Bret Catcott (DG), 2. Rick Johnson (Yam), 3. Tey Hoyt (Yam).
125 JR: 1. Jeff Bottiera (Suz), 2. Bill Cross (Suz), 3. Keith Draper (Yam).



PHOTO BY BRIAN GEORGE

(Above left) Jim Gibson leads Marty Moates during a CMC Open Pro battle. (Above) "Flyin' Brian" Antonacci (25) finished third at the NMA Fall Series finale.

Franco takes two at NMA final finale

By Brian George

VALENCIA, CA, OCT. 30

Indian Dunes played host to the final round of the four-race National Minicycle Association Winter National series. The guys from "mid pack" blasted out in front and blew off the series class leaders. All of the motos were tight and action-packed, but the biggest surprises came in the run-offs. With the totals of points earned up to this race tallied, not one class leader won one of today's run-offs!

The 0-83cc Stock Novice, 12 and Over class was the first run-off of the day, and here is how the qualifying went to get there. One huge class of 33 riders lined up for the first moto. Louie Franco was in there at the start, and put on a great ride for the first moto win. Following were Robbie Moore, Zoli Meszaros, Danny Ramirez and Mark Chikasawa. The top 18 went on to the finals, so each rider had to come out hard in the next run. Mark Chikasawa blasted out in front at the start, and never looked back. Danny Ramirez put on the pressure, but just couldn't match the efforts of Chikasawa. David Berlin ran in third the entire race and picked up a transfer spot as well. Kevin Brewis, Moore, Troy Allen and Franco followed.

In the run-off, the hottest rider had to be Franco. Running fourth in the standings, Franco was out to pick up the two points he needed to tie for the overall lead. Tom Pelle grabbed the holeshot into the first turn, pressured all the way by Franco. In third, Danny Ramirez and Alan Lucas were having a difference of opinion as to who would rule the show spot. Lucas pulled alongside of Ramirez, then shot past on the next turn. At the end of the three-lap race, Pelle held off Franco by a bike's length, and Lucas remained in third.

Qualifying motos of the 0-83cc Modified Intermediate 12 and Over class went to Pat McConnell and Omar Greco. In the first qualifying class, David Barberio pulled through the first turn ahead of McConnell and David McGhee. Mark Tomaselli quickly joined the front of the pack,

but no one could get by one another and the positions held throughout the moto. The second time out, Tomaselli ran off with the win, followed by McConnell, Barberio and McGhee. These four, along with Eric Baker, moved into the run-off.

Tom Wilson shot off the line in the second qualifying class, followed by Billy Hill, Robbie Brown and Nick Athanes. The front four held their positions, with Richard Ising following. On the drop of the second gate, Omar Greco, who ran sixth in the first moto, took off with the lead. No one matched his speed and he won easily. Jammin' John Looney went crazy in the race trying to catch Greco, but had to settle for second, followed by Ising, Tibbs McCollough, and Looney and Little transferred.

In the run-off, Tom Wilson showed the entire field that he can run faster than all of them. He grabbed the holeshot and spent the entire moto stretching it out. Robbie Brown, Sean Gilboy, David McGhee and Eric Baker followed for the three laps, none able to progress any further. Positions were the same at the finish.

0-83cc Modified Novices, 12 and Over were next in the run-off line. Thirty-seven riders went out in two classes to try for a spot in the final. Only 18 made it. To get there, Kurtis Wilder, Kerri Paulsen, Mark Russel and Robert Berry put together two fine rides and went in the top five from the first class. In the second class, David Berlin totally dominated the competition and went into the run-off with a 1-1. Allen Lucas followed in second with Tom Pelle, Jesse Bushong, and David Ramirez on his tail.

Louie Franco came back in the run-off to take his second class final today. Kerri Paulsen and David Berlin went the distance trading elbows and handlebars. Mark Russell kept them honest as he pushed the top three for the three laps, but a pass could not be completed with the heavy fighting going on up front. These positions held at the end of the race.

Qualifying for the 0-83cc Modified Expert 12 and Over class was done in the 12th race of the day. In the first wave, Steve Schmitz put together two beautiful first place rides to transfer, along with John Whelchel, Flyin' Bryan Antonacci, Gary Adams and Steve Postiewaite. The second wave was taken by A.J. Whiting. Pressuring him for the number one transfer spot

(Continued on page 22)

(Continued from page 17)

racing like Harley does the dirt tracks, is widely acclaimed in the off-road, dirt market. Peculiar, no?

One of AMA's big decisions this winter is how to put brand competition back into the Grand National Series. This is where it is handy to have the brains of the industry sitting on the board. Can Harley-Davidson live with a 650 rule? John Davidson can argue his side, the Japanese brands can hint at their plans, the riders and aftermarket sponsors can weigh the cost of equipping a new racing stable to remain competitive under the proposed rules. If they fail to reach agreement, presumably the new Commissioner of Racing can make the decision on behalf of the association, after considering all the sides.

Part of AMA's problem in the past was misplaced priorities. Mr. Best put "get more members" at the top of the list. With a new administration in the head shed, perhaps the emphasis of the AMA will return where it rightfully belongs, "Do better for the members we've got."

Pit racers must be stopped

Pit racing is a fool's pastime. Many times the only way a person will notice the dangers and disasters caused by the squirrels of the sport is when someone is seriously injured by fools racing through the pit area.

At a race last weekend, a high-school motocross, such an incident occurred. I, along with some school peers, were out to start racing. It was our first race, and we were really stoked for the occasion. We all went over to the sign-in and took care of that business and headed back to our pits. On the way some of us were watching riders along a small canyon in the middle of the pits. Four jumps and a steep exit out onto the main road were the center of all the attention because this spot made for great between-moto practice. Riders were flying through the canyon and out into the middle of the road with their wheels seven feet in the air. It was great fun for the guy getting his thrills on the ragged edge of looping it, but the pits were not the place for this action, as a rider on our team soon found out.

As he returned the area where we pitted that morning, he could not have had any idea of what was to happen in the next few feet. The unlucky guy this day happened to be our friend, the innocent victim of someone else's foolishness. At the exit of the canyon, he passed the steep uphill jump that caught many riders' attention. As he reached the middle, out of nowhere, a rider came flying full throttle out of the canyon. In a cloud of dust and a painful moan, I saw my teammate catch a Suzuki 250 with the side of his head. Gouges were cut deep into the helmet. And the rider? Well, he didn't know where he was, what had happened, or who had done it. As he stumbled like an all-time drunk, he began to be nauseated and feel headaches. When we asked how he was feeling, all we got for a reply was a blank stare of pain.

At the riders meeting just a couple minutes prior to the crash, what do you think was the main topic? Pit racing. It was talked about and stamped into the minds of the riders as a thing not to do. But did talking about it cure the problem? No.

This time the rider who got centerpunched came out lucky. A concussion was all that he suffered,

due to the fact that he was smart enough to wear a helmet, even while touring the pits. But worse things have happened. Why is there pit racing in the first place? I've talked with many people that I have seen pit racing right in front of me and asked them the same question. Their answers varied. Some say they do it to warm up their bikes and their bodies. There are hundreds of unused acres on a motorcycle park that make better warm-up grounds. Others do it to show off. For this a wheelie down the front straight is quite sufficient to get oos and ahhs from the crowd. The rest, well, to take a guess, I'd say it's all stupid human error.

A small park in southern California has come up with quite an interesting solution. It's a sign that reads "Walk it or load it". Sure, they have had many riders complain about getting kicked out for pit racing. Whose fault is that? Certainly not the park's. If you get someone to enforce the rules, pit racing can be stopped. And next time you see someone flying through the pits tapped out in fifth going WFO, do us all a favor, stop him and make him listen. It is a matter of life or death.

Brian George

Street is neat

By Bob Bitchin, editor of *Biker* newsmagazine

If you get off on bouncing around the berms at some motocross course, or crashing over whoop-de-dos in the desert, then you better not read this column. You see, this is being written for the majority of bikers, those who know that the real fun of biking is on the open road, where you can feel the wind (not to mention an occasional bug) on your face, and hear the healthy drumming of your tires on the pavement.

The first thing I have to point out, if it isn't already clear, is that I am a total bigot. Dirt riders are all a bunch nerds. They haven't got the sense they were born with, because most of it has been knocked out of their hard heads by multiple concussions caused by falling down a lot. I have never met a dirt biker who hasn't hit the sod at least once, and in my way of thinking, any sport that says you have to fall down a lot is only practiced by the feeble of mind.

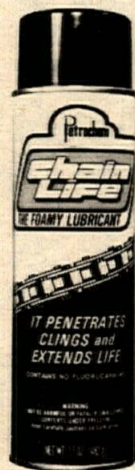
Street riders have the right idea, ask any of my loyal (?) readers. When is the last time you were out riding in the dirt and some fine looking low mileage pit woofie flashed her body at you and asked to go for a ride down some death-defying hill? Never, right? Well, if you rode the street, it just might happen.

From now on, every week, right here in your own rag *Cycle News*, I will be filling in those of you who have enough sense left to do some street riding as to what is going on the street. If you like what you read, there is subscription information on the corner of this page, so you won't miss one leg-wetting issue.

But enough commercialism, back to the point. Street is neat because you get hurt in the dirt. In case you didn't know it, the price of gas is going up, and with it, the registrations of street bikes. More of you dumb dirt types are getting some smarts and trading in your ring-a-dings on good road bikes. I would like to welcome you to the land of the sane.

Next issue we will get into some of the more humorous aspects of street riding, like laws and such, but until then, keep one thing in mind: If man was meant to ride ring-a-dings, he would have been born with cotton in his ears.

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They never rushed to school like this! The first turn at Saddleback's high school motocross.



PHOTOS BY RON LAWSON

(Above) DeAnza 125 Pro winner Patrick Hubbs holds off runner-up Mike Dickherber. (Below) The 250 Pros file through a narrow DeAnza corner.



(Continued from page 20)

was Eddie Glover. Chris Heisser, Alex Jud and Scott Burnworth brought up the end of the top five.

In the run-off, a mass-confusion crash left the lead wide open for Scott Burnworth. Two riders ate it hard off the tower jump, putting spectators all over the front straight. In the confusion, Steve Schmitz disappeared from his front spot with bike problems in the back section of the track. Burnworth went on to win with A.J. Whiting, Bryan Antonacci and Alex Jud rounding out the top four.

Results in Results Section.

High School happiness at Saddleback Park

By Brenda Ingram

ORANGE, CA, OCT. 22

Saturday's race marked mid season for high school motocross and the riders were pushing themselves and their machines to the limit. First 125 Amateur/Expert Mike Magrann (Cerritos) maneuvered his Suzuki to a 1-1 finish and scratched up more points for the Cerritos team. Action in the 250 Junior class saw Mark Fitzgerald (Sonora) taking first after a 1-2 ride.

There was some heavy competition in the 125 Intermediate race but it was all behind two beautiful rides by Steve Asa (Cerritos). Steve built a sizeable lead and never looked back. Mark Darnell (Cerritos), Steve Ashlock (Garden Grove) and Jeff Bottema (Gahr) swapped positions to finish overall in that order.

In the 125 Junior Division One race Neal Mofhitz's (University) first moto win was shot when he was unable to start the second moto. Dan Bartholomews (Johnson) came across first for second overall, and Mike Osenbaugh (Walnut) ran a consistent second in both motos, taking first. Mike Ingram (Cerritos) took third.

Due to a delay in the official results, last week's report on the 125 Amateur/Expert race was in error. The overall winner was Ladell Eide (Gahr).

The fifth race will be the championships. There will be prizes for individuals as well as team efforts. The results will be listed by school in the future rather than by bike ridden, due to the overwhelming lack of interest or support given to the aspiring non-professional riders by the major manufacturers. Acknowledgement is gratefully given to the generous support of speciality and accessory shops.

Team points:

Cerritos 766, Poway 289, Gahr 335, Sonora 216, Garden Grove 216, Saddleback 140, Bellflower 109, Mt. Carmel 102, Villa Park 90, Walnut 87.

Hubbs hammers CRC DeAnza MX

By Ron Lawson

SUNNYMEAD, CA, OCT. 30

Patrick Hubbs (Suz), riding for TDT, Inc. left absolutely no doubt as to who was in command of CRC's 125 Pro class at DeAnza.

In spite of some heavy competition in the forms of Mike Dickherber (Suz), Sue Fish (Yam) and Doug McGowen (Hon), he went to an impressive two moto victory.

In moto one, it was Hubbs from start to finish. Dickherber, who took last week's race, hung on tightly to Hubbs' shirttails for the first few laps, but then began to fall back. He seemed well situated in second place by the sixth lap, but then lost control on a difficult off-camber section. He got up and remounted in time to save his position, but it allowed Ken Buirley (Yam) to catch up. The two battled for second place throughout the following laps, with Dickherber holding a slight edge. Sue Fish got off to a bad start, but had, by this time, worked her way up to fourth place. At the finish line, it was Hubbs, with a strong lead over Dickherber. Buirley followed closely in third, ahead of Fish and Kip Pierce (Yam).

In the next race, it was the same order, with Doug McGowen in fifth. In round one, McGowen had crashed early in the race, and his luck was no better in this one. Before one lap was over, the GTE rider had dropped out, leaving the leaders to race one another. Hubbs was out front once more, giving no one else a chance. Dickherber remained in second until the sixth lap, when Buirley moved around him. Buirley and his Yamaha stayed in second for a few laps, then, for unknown reasons, dropped out of the race. This put Dickherber back in second and moved Fish up to third. That's the way they finished and how the overall standings went.

The 250 Pros had an interesting race as well. Drew Nelson (Suz) grabbed the holeshot in the first moto and began to stretch it out. On the sixth lap, however, his plans went down the drain when his bike seized. He sat on his disabled mount and watched with frustration as his lead went to Tim Welker (Suz). Monte McCoy (Yam) was moving up fast after a less than desirable start. By the ninth lap, he had moved into second place, with only a few lapped riders between himself and the leader. By the end of the race, he had closed the distance to nothing but couldn't manage to take over the lead. The finishing order of moto one was Welker, McCoy, Kurt

Sofka (C-A), Don Simonian (Suz) and Larry Ripley (Yam).

In moto two, Welker held the lead for one lap before McCoy got around him. From there on in, it was a one man show. On lap three, Arden Hadley (Mai), who finished seventh in moto one, took over second. They rolled across the finish line in that order, with Sofka in fourth and Simonian in fifth. In the overall standings, McCoy came out on top with Welker taking second place money. Sofka got third and Hadley was fourth.

The California Racing Club will now be putting on the races at DeAnza on a weekly basis. Their plans for the future include a points system for the members and a few big cash events for the pros.

Results in Results Section.

Breker and Bauer still Corona MX crown princes

By Elaine Jones

CORONA, CA, OCT. 21

Goat Breker and Steve Bauer have found a home at Corona and the two reigning princes have laid claim to the throne in their respective classes.

Breker started the pro divisions with his very convincing win in the 250s. The first moto saw the Husky-mounted, Norstar-sponsored ace get the jump off the line. Steve "Moto" Cross was in second and Mick Jacobs third. The status quo held until the fifth lap when Jacobs ran into trouble and went down a lap. He still picked up the third with Cross second and Breker first.

The second moto again saw Breker off on top, moving away with a rhythm somewhat like a roadracer. Cross got a bad start that cost him as he was never able to get back in a position to even challenge Breker. The first moto had cost Jacobs as he wasn't able to make the line.

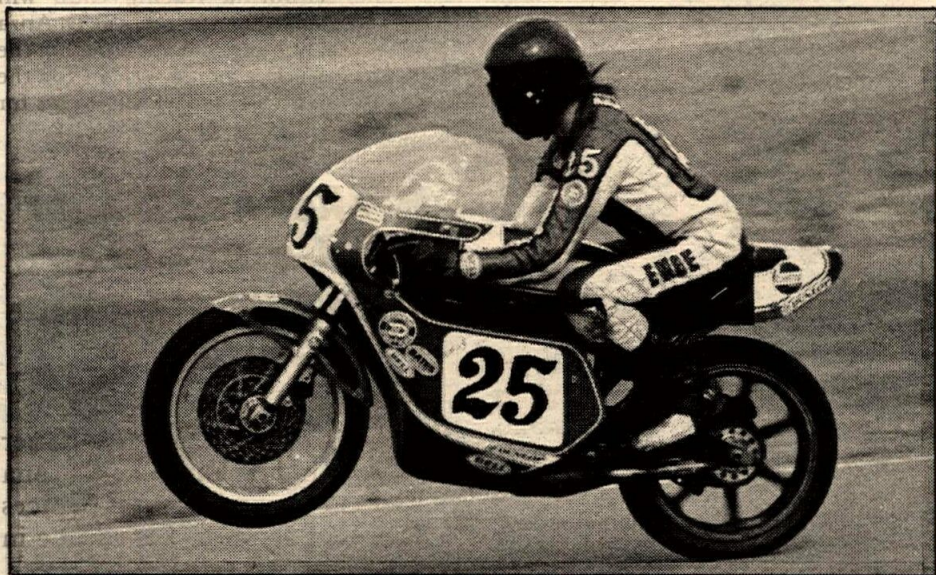
DG-sponsored Steve Bauer got some sweet revenge on the 125 Pros and regained the number one position. Bauer came off the line quickly and came up over the TT jump and into the big left hander before the traffic jam got there. Steve Shippy got through second with Jon Friesen third and Larry Roeseler fourth. Shippy had problems and dropped to sixth on the second lap. Friesen moved into second followed by Roeseler and Doug Lincoln. Roeseler got by Friesen on the third lap and went looking for Bauer who was putting as much daylight as possible between himself and the field. Shippy was making up his lost ground and had picked his way to fifth and with each lap added another victim to his belt until he was behind Roeseler. With one lap to go he made the effort but Roeseler held firm and he had to settle for third.

It was Roeseler who got the holeshot in the second moto with Bauer second and Shippy third. Roeseler was cool and Shippy was hot and Bauer was in the middle. The fourth lap saw Bauer make a mistake that allowed Shippy to go into second. Bauer not only made up for it and regained second but he also got by Roeseler for the lead. From there on out he never looked back and the win was his. Roeseler held off Shippy for second. They finished overall in the same order.

Barbara Spielman did it to the 250cc Intermediate class, winning



(Above) The AFM ran backwards around the Ontario road course. (Below) David Emde cruised to wins in 250 and Open GP



PHOTOS BY JIM LESTER

both motos. Both were wire-to-wire victories with Scott Wilkinson and Tony Feldhaus each picking up a second and third putting them in a tie situation with the nod going to Wilkinson.

Results in Results Section.

Emde strikes for two at AFM Ontario RR

By Jim Lester

ONTARIO, CA, OCT. 23

The American Federation of Motorcyclists (A.F.M.) ran their annual "backwards" Ontario road race, using the same course and direction as the AMA Nationals here in 1974 and 1975.

David Emde (Yam) cruised to easy victories in both the 250 and Open Grand Prix races, with Eddie Lawson (250 Yam) and Harry Klinzmann (750 Yam) taking turns finishing runner-up behind Dave. Rudy Galindo (Yam) and Riverside AMA Novice winner John Gidney (Yam) staged a classic battle for third in the 250 race.

Emde, John Glover (Suz), and Keith Code shot to the head of the pack at the start of the Superstreet race. Glover "leaned over too far" while chasing Emde through turn eight and crashed. John got up and got going again only to crash into a haybale two turns later, when he discovered that his rear brake pedal was bent into an inoperative position. Emde coasted into the pits at the end of that lap with motor trouble, and Code rolled in six laps later, after a fuel line came loose. By then, Dennis Smith (850 Suz, 86 mph avg.) was eight seconds ahead of Billy Addington (850 Moto-Guzzi), who had been dicing with Code for second. Tom Ballantyne (595cc Suz) later came out and won the under 600cc Superstreet race on the bike Glover had crashed twice.

In the 410cc Production race, Bryan Cathey (Yamaha, 83 mph ave.) pulled

out a three-second lead, with Gennady Liubimsky (Yam) and Alan Gingerelli (Yam) in a heated battle for second. But with the race seemingly in the bag, Cathey threw his bike down the road on the sixth lap, leaving Gennady and Alan to battle down to the wire, with the decision going to Gingerelli. Dave McClanahan sneaked into third when the rider ahead of him looked over his shoulder coming out of the last turn, then bobbled the bike and nearly crashed.

Three teams battled back and forth for the lead in the Sidecar race. While they were squeezing through into the lead, the Coleman/Andrews Suzuki collided with one of the other hacks and the damage forced them out of the race and back into the pits. With the finish line located between the second and third turns, the Gipe/Essatt BMW took to the inside of turn one and grabbed the lead, only to get into the final 90° left-hander too hard and spin off into the dirt, allowing last year's Sidecar champions Lougee and Hough (Kaw) to slip on by for the win.

One-two-five GP winner Jody Nicholas (Hon) barely edged 250 Production winner Gordon Seim (C-A) for first overall in the Lightweight race. Doug Draper (125 Yam), who'll be carrying the Number One plate in the A.F.M. next season, and Mike Fleming (250 Yam) dueled down to the wire for third overall. Unfortunately, Draper's engine seized as he came out of the final turn, throwing him off, with Fleming crashing into the wreckage. Bill McGrill (Bul), the new 200cc GP champion, and John Chermak (250 Yam) both slipped past as Draper and Fleming staged a footrace to the finish with their bikes.

Chuck Parme (900 Kaw) and John Crossman (410 Yam) breezed to victory in their respective classes in the Box Stock race. In the 675cc-class Ray Straka (550 Suz) added about 200 feet to the 2.91-mile course on the first lap, when he overshot turn two. Straka got back on the track, passed class leader

(Continued on page 26)



John Bettencourt rides Yoshimura East's Egli-Kawasaki

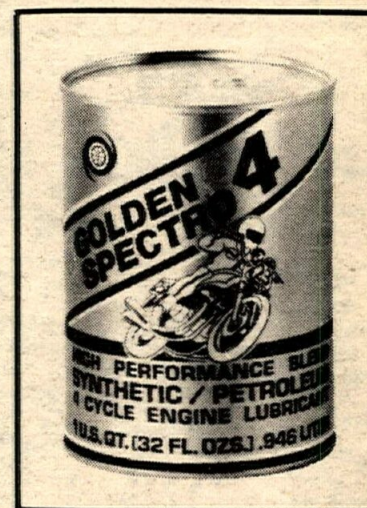
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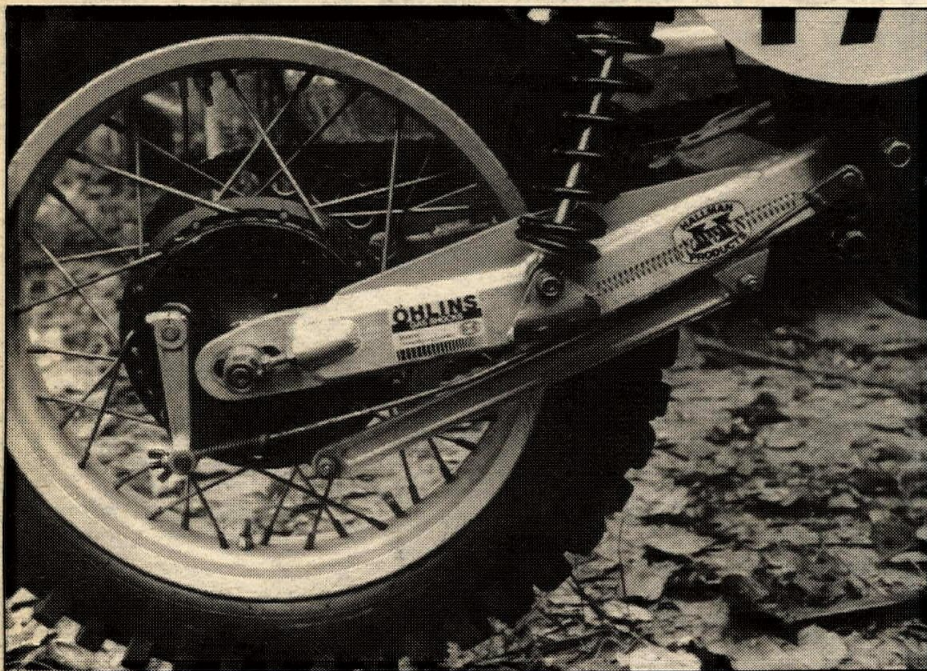
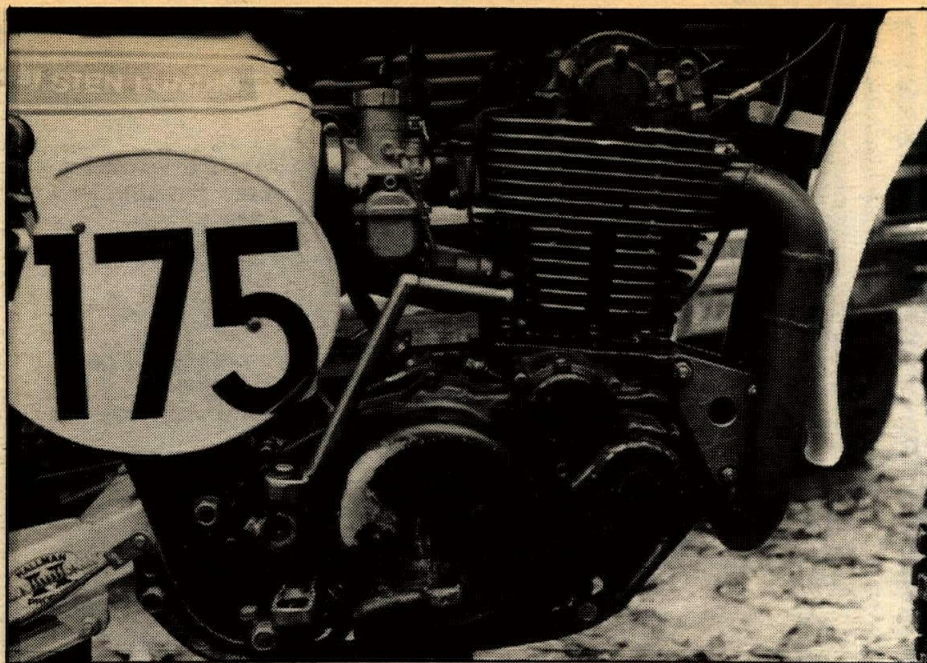
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The big Thumper

Testing Bengt Aberg's 500cc Hallman/Yamaha

By Jim Gianatsis

It's hard to believe that a big 500cc four-stroke is still competitive today against high powered, lightweight, two-stroke factory machines. But Bengt Aberg proved a lot of doubters wrong this

past season when he took his 500cc Hallman/Yamaha to victory in one of the motos of the 500cc World Championship. Considering how fast Mikkola and DeCoster have been going lately, this was quite an accomplishment, despite the fact that Aberg was World Champion on Husqvarna four-strokes way back in 1969 and 1970.

The bike is based upon the Yamaha 500 TT, but after Torsten Hallman (who just happens to be the Yamaha distributor for Sweden) got finished with it, all that remains of the stocker is the engine unit. What Torsten Hallman Racing does is provide a complete chassis kit to turn the big bore trail bike into a full-fledged Grand Prix racer. You can use some additional parts off a stock 500 TT to save on cost (like wheel assemblies, forks, shocks and handlebars) but to build up the ultimate GP machine you'll want to utilize better components. Bengt uses Ceriani magnesium leading axle forks with air/springs that offer 270mm (10 inches) of travel on his bike. They work fine, but look a little spindly and

probably the Simons fork assemblies which Hallman sells would be a better idea.

Designed in Sweden for Hallman, the frame is the brainchild of former World Champion Sten Lundin, and the production versions are manufactured in the U.S.A. The frame assembly is 4130 chromemoly steel painted black and comes complete with aluminum swingarm with needle bearings. The swingarm has two different mounting positions for shocks, one forward mount for 14-3/8 inch shocks providing 275mm (11 inches) of travel, and the rearward mount for 17 inch shocks to provide 250mm (10 inches) of travel. Included with the frame assembly are steering head bearings (Timken conical), engine mounts, and aluminum upper cylinder head mounts. The upper frame and backbone of the frame serves as an oil tank and together with the engine holds 2.5 quarts of lubricant. Bengt uses Ohlin gas/oil reservoir shocks on his bike, but the day of the test he was having it fitted with Fox AirShoxs, which are more readily available in America. On such a heavy machine the Fox AirShoxs



should also prove to be more reliable during a season of racing.

Other parts used on the bike, not available from Hallman, included parts from a Yamaha YZ 250 like the hubs and footpegs, with the seat and tank coming from a Yamaha YZ 125. Detailed and complete instructions are provided with each frame assembly kit.

Riding an earthquake

I didn't realize what I had gotten myself into, and didn't realize how scared I really was until it came time to climb aboard and ride the big red and white thumper. I began to sweat and shake.

"Maybe I start for you," said Bengt's Swedish mechanic Lars Daniellson.

I gladly stood back to let Lars kick the monster over as I recalled, with less than fond memories, the 441 Victors I used to have to start when I worked at a BSA shop. Those babies loved to kick your knee back up into your chin and knock out teeth.

Lars tried for five minutes to get the Yamaha cranked, but not nary a pop before he collapsed beside the bike in sheer exhaustion. Bengt was standing nearby watching Lars and trying to keep from breaking up in laughter. With a few suppressed chuckles leaking out, Bengt walked over to the bike, played with the compression release as he located on the kickstarter the few secret degrees before top dead center, and with one easy motion rotated the big single into life on the first try.

Just sitting on the bike it felt heavy, close to 250 pounds for sure, but once the clutch was out and the thumper got rolling it felt as light as any big bore production Suzuki or Yamaha. It responded as well, too, and seemed to like to dart back and forth around the

(Clockwise from top left) Except for a virtually stock; Aberg in action at Miss compression release is required to turn monster thumper underway; angled sw rear wheel travel.



Cycle World USA Trans-AMA course we were using with just a flick of throttle and twist of bars. With the



PHOTOS BY JIM GIANATIS

compression piston, the engine is
front brake is from a YZ250D;
big motor over; Gianatsis gets the
arm and gas/oil Ohlins give 11" of



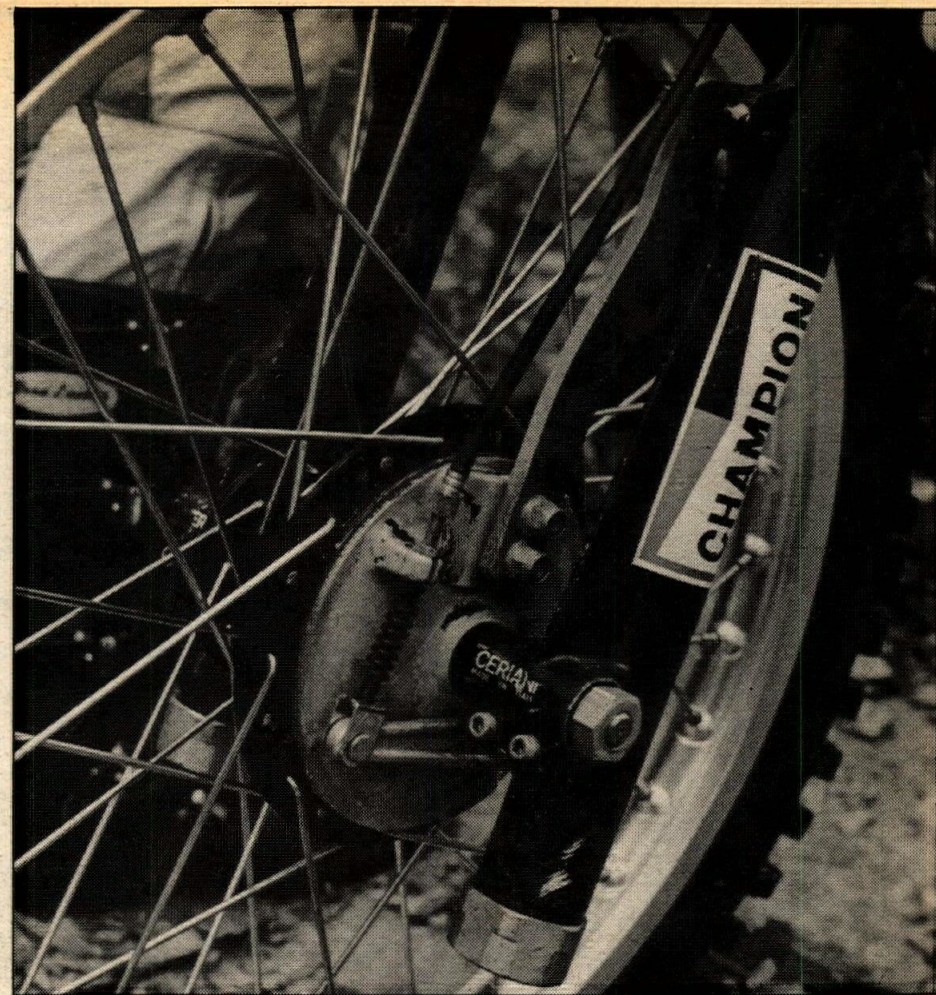
throttle dialed on the front end could
be made extremely light and brought
up to clear any whoops or bumps.

The power is really fun. On most track surfaces I don't think it will out accelerate a two-stroke, but the torque is so strong it wants to jerk your arms out of their sockets every time you get heavy handed with the throttle. Bengt said I was trying to rev the motor too quickly... like a two-stroke engine... and that the throttle should be rolled on slowly coming out of corners or accelerating. Too much throttle all at once he said, will make the motor try to bog and not pull as smartly.

The motor is basically stock Yamaha with only two major modifications. Compression has been raised to 11:1 with a ProTec piston, and a 36mm Mikuni is used for carburetion. The straight pipe which Hallman provides allows enough power that the stock cam with its broad powerband is retained. There's probably not another motocross bike around that, literally, pulls from idle like the Hallman/Yamaha, nor will run an entire season without a top end job.

Compression braking is another advantage of the 500cc four-stroke that allows it to get away with using lightweight brake assemblies like those off the YZ 250D without having problems getting stopped for a turn.

There are times though, when the 500's extra weight does seem to be a disadvantage. It usually becomes apparent while slamming across a section of rough whoops. Rather than try and bounce across the tops of the bumps like lighter bikes would, the 500 wants to ram into each one. This is where the use of top quality suspension components becomes important, and in the case of Bengt's bike the Ceriani forks and Ohlin shocks really proved their worth. Also, the bike proved to be a handful in deeply rutted turns



where the weight was difficult to jockey around to a smoother line.

Is the 500 Hallman/Yamaha a competitive motocross bike? That's a difficult question to answer. After I rode the bike, Roger DeCoster took it out for a few quick laps around the Trans-AMA course at St. Louis. He was equally impressed with the performance and handling, but also had a difficult time trying to form an opinion of it. Bengt Aberg proved it could win in a World Championship Grand Prix against exotic factory two-strokes, but I think much of it depends upon the track conditions. Four-stroke engines seem to be best suited for rolling hill type tracks with grass or loam surfaces. These are the kind of conditions found in countries such as England where four-strokes remain quite popular. In the recent British National Motocross Championships, Bob Wright used his 500 CCM four-stroke to beat out Graham Noyce riding a 440 Maico at the final race of the series, though Noyce still had enough points to retain his title.

On horsepower tracks like southern California or rough Eastern tracks like Unadilla, the quicker and more agile two-strokes would have the upper hand. Two-strokes even seem to have the advantage on mud tracks where their quick revving engines can continuously spin clean the mud off knobby rear tires. Bengt was forced to retire from the muddy Red Bud, Michigan, Trans-AMA race when he kept falling down because his rear tire kept packing up with mud.

But for its seeming disadvantages, the 500cc Hallman/Yamaha is probably the neatest bike you could ever own. It's more fun than any other bike I've ever ridden, and seems the ideal machine for the semi-serious

racer who might want to use it for trail riding one weekend rather than motocross all the time. Certainly nothing can be more satisfying than building your own unique race bike up from nearly scratch, except perhaps feeling and hearing it roar to life the first time you discover that secret starting spot before top dead center (DeCoster cheated when he stalled the bike and push started it). If I could have my choice of owning any bike in the world — from DeCoster's RN 400 Suzuki to Smith's Honda RC 400, I think I would still choose Bengt Aberg's Hallman/Yamaha. The excitement and pleasure of riding such a bike can probably never be equalled by any other dirt machine.

Originally Torsten Hallman Racing was going to offer the thumper as a complete bike, but with all the top components required, the price for a finished motorcycle could add up to as high as \$3,500. So what Hallman is doing now is selling the Bengt Aberg replica as a frame kit and assorted parts. Depending on what you spend for a new or used Yamaha 500 TT, the number of replacement components you add to the kit, you could build your own Bengt Aberg grand prix winning replica for as little as \$1,500 or as much as \$3,000. Below, you'll find a price breakdown of the more important parts that are available. For more complete information contact:

Torsten Hallman Racing
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(714) 442-0431.

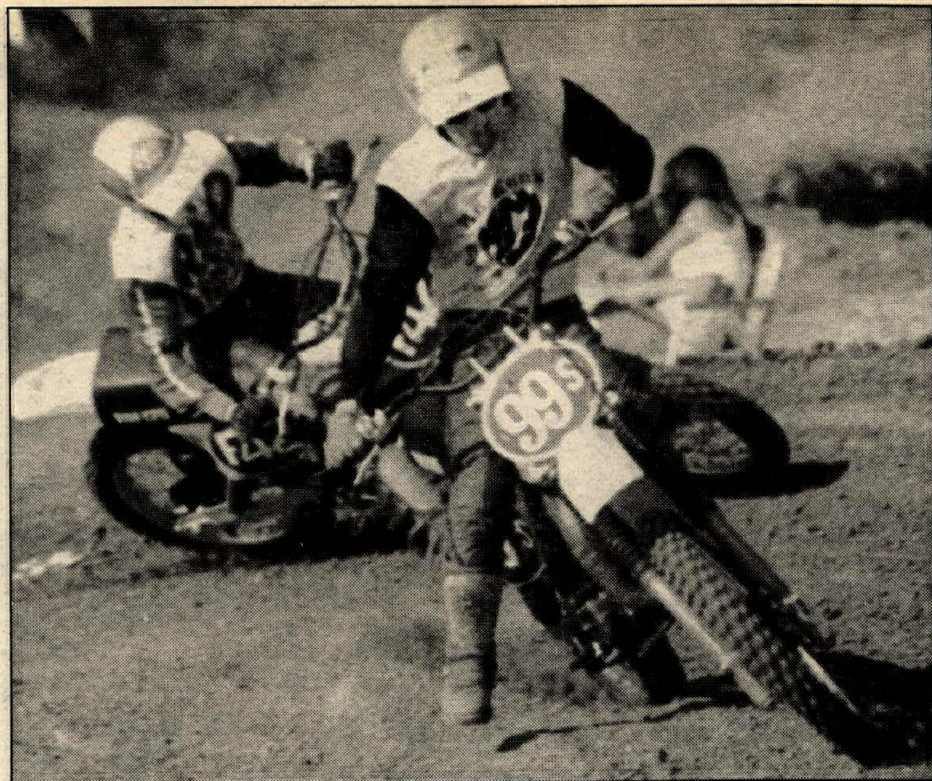
Frame assembly \$745.00, Brake pedal 29.40, Exhaust pipe 92.25, Chain tensioner 21.75, Rear axle, complete 61.75, Fox Shox 14-1/2 in. 109.00, Fox AirShox 17-1/2 290.00, Simons forks 325.00, Gunnar's throttle 17.95.

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PHOTOS BY PATTI TROTTER

(Above) The CMC/DG show brought out some, well, interesting intermediates and juniors. (Right) Hayward Flint leads Rick Atkins in 125 Intermediate action. (Below) A couple of 250s roosting out of a corner.



(Continued from page 23)

James Davis (Yam) several laps later, and then crashed out of the race for good at turn eight. Better luck next time, Ray.

Results in Results Section.

Hemet sweeps Elsinore TT

By Andi Gangewer

ELSINORE, CA, OCT. 22

The city of Hemet has almost had a monopoly on the wins at Elsinore Raceway. Joe Steffen and Mike Montgomery were again in the winner's circle.

Steffen pulled the moto one holeshot in the 250 Expert race and Dylan Niehart, also a member of the ever increasing Hemet Cycle Center club, was a close second. Jack Smith was third. Mike Babka, a Michigan Harley-Davidson rider was out due to a fouled plug. The finish went Steffen, Niehart and Smith.

In moto two, Niehart got the jump, but Steffen and Smith were right with him. All three were striving to stuff their Yamahas into the number one spot, but only one would fit and it was Steffen's that won out. By the top of the straight on lap one Steffen had the lead with the finish a carbon copy of race one.

The final race for the 250 Experts again belonged to Steffen, but not without some tough stuff from Smith

and Niehart. Smith was hanging on to second until he let his guard down and Dylan dove under to ditto moto one and two.

Three more San Diego County riders clinched the top three spots of the Open Expert class. There was no competition for Mike Montgomery, but there were five riders vying for second place. Bud Wanbaugh, Ed Steffen and Rich Volk were having quite a time casting lots over who would be the number two rider. Wanbaugh held second until lap three when Ed Steffen, (Joe has a good teacher for a father) swept past to steal second and leave Bud in third.

In moto two Montgomery had another Saturday night stroll, leaving the fight for second to those in the far off distance. Ed Steffen again had to play second fiddle but he had Joel Windham to contend with also this moto. Rich Volk got nosed out of third and the finish went Montgomery, Steffen, and Windham.

The third and final race was a squeaker for Montgomery. Steffen figured he had eaten enough of Mike's dust so as the snap start let loose, Steffen was leading. Mike was on his rear wheel the whole way, and after trying to pass on the inside for three laps, he finally went outside on the sweeper and held it on full throttle and took Steffen's lead away. Rich Volk kept close reins on Steffen and the photo finish went Montgomery, Steffen and Volk.

Results in Results Section.

DG offers big purse to CMC juniors, intermediates

By Patti Trotter

ORANGE, CA, OCT. 30

Holy DG Motoman — there were well over 500 junior and intermediate riders going ape for the \$2,800 in gift certificates that was up for grabs at CMC Saddleback. When the racing started at 9:30 a.m. the track was absolutely fantastic but when the 32 races had been run, it looked not unsimilar to an asphalt freeway.

Mini Junior riders, 31 strong, got the first shot at the track with Kenny Alberd (Suz) taking an early lead in the first moto and the eventual win. Bruce Bunch (Yam) and Steve Willett, also on a Yamaha, got the next spots.

Alberd took the win in the second moto and the overall win. Willett and Larry Martin cleaned house for second and third. Randy Itow motored his Suzuki across the finish line inches ahead of Terry Fowler for fourth.

Ross Klatt (Yam) went one for one in the Mini Intermediate class to capture the \$120 DG gift certificate. Pete Hollack (Suz) and Andy Ottescanin (Suz) finished ahead of fourth-place, Yamaha-mounted Mark "Toyota" Toyama. Danny Jones (Yam) claimed fifth. Moto two saw Ottescanin take second with Jones third, Mike Word (Yam) and Toyama next in the parade.

100 Juniors Jim McCarty (Yam), John White (Suz) and Tom Cosley (F.W.) took the top honors in race number three.

Hayward Flint wicked his Suzuki on to take the holeshot in the first of the 125 Intermediate races. Rick Johnson (Yam) and Larry Nelson (Yam) were right on his knobby. On the third lap, Johnson swooped the lead away from Flint. Nelson rode the entire moto in third, keeping Gary Tomlin (Hon) locked into fourth.

Chris Harrold (Yam) was first to come around Webco to lead the pack in the second moto. Chris was able to hold off Johnson for three and a half of the six laps. Once Johnson took over, he just dialed his machine on and smoked. Harrold rode the rest of the race ahead of Flint with Rick Atkins (R&D) getting the next spot. Ted Hoyt (Yam) crossed next.

The second batch of 125 Intermediate riders was completely dominated by Suzuki wizard Rick Maki. Rick has been spending the last few weeks sitting out so as to be eligible for today's racing. He was wide open and smooth as silk, totally destroying all of his competition. In the first moto, Bret Catcott (Hon) and Steve Plaff (Hon) were Rick's nearest threat. Alex Downs (Suz) rode the entire second moto in the number two slot behind Maki. Ron Flores ('UFO) and Catcott held onto third and fourth. When all of the qualifiers for the 125 Intermediates had been run close to 30 riders were on the line and anxiously waiting for the gate to drop. As the riders came screaming around the first turn there was a massive pileup and Rick Maki had his hopes dashed. He was at the bottom of the pile and when the mess was cleared Rick was out for the day. After getting his gear loaded, a friend

transported Rick to Chapman General for some hemstitching. Rick Johnson (Yam), Alex Downs (Suz) and Ted Hoyt (Yam) were the happy winners and the recipients of big gift certificates.

Vern Butler (Yam) managed to outride all of the other entrants in the 125 Junior final to take home the largest prize. Zach Halopoff (Suz) and Dominic Saavedra (Suz) took the next positions.

The final for the Intermediate riders in the 250 class had David Behlings (Suz), Danny Dilkey (Yam) and Jerry Benson (Suz) capturing the top honors.

In the 250 Junior final Robert Sheldon (Suz) was the winner, taking the largest certificate with Jack Johnson (Suz) getting a certificate for \$80 and Ray Ramirez (Suz) taking the one for \$50.

The Open class bikes had plenty of riders but only enough that they needed to run the usual two motos with no qualifiers required. Jim Williams (Yam) took the win in the first moto with Dale Lewis (Mai) and Steve Walker (Yam) getting the two/three places. Norm Bigelow (Suz) and Tim Sarian (Yam) were fourth and fifth. In the second moto San Diegan Steve Walker, with his cheering squad giving support from trackside, finished second behind Dale Lewis. Lewis took the overall with Williams and Walker next.

Bob Fischer (Suz), Jeff Norman (Yam) and Bob Pereira (Mai) were the top scorers in the 500 Junior race.

Results in Results Section.

Volk loses to Fortune at Corona flat track

By Elaine Jones

CORONA, CA, OCT. 26

Steve Fortune, looking for a sponsor, did a good selling job as he neatly handled the win in the Open Money half mile at Corona. Twelve of the best showed up to do battle coming from as far away as Bakersfield and Tulare to the north, and Poway and San Diego to the south.

Rich Volk, still riding high after his victory in the Open Amateur/Expert



(Above) The 83cc Stock Juniors get underway. Winner Danny Sanchez (92) leads Steve Fernandez (70), Roy Gomez (068) and Bill Bowen. (Below) Andy Ellis holds off Frank Darr.

half mile over a fast-closing Dorothy Rowe, came off the line on top with Fortune and Charlie Summers in hot pursuit. Eddie Lawson, aboard Todd Brown's 250, more than had his work cut out for him against the big 750s; still, he was running fourth. The second lap saw the top four bunch up tighter than ticks on a bloodhound as they entered turn three. When they exited turn four, Fortune had slipped under Volk and Lawson had followed suit on Summers to place them in the first and third spots respectively. Shawon Leipold was also quick to take advantage of a situation and dropped Summers to fifth. The third lap saw Fortune unleash the Harley horsepower and pull away from the field while Scott Dinkins moved to fifth with Danny Perkins moving up behind him two laps later. When the checkered flag came out it was Fortune, Volk, Lawson and Leipold who went home with their pockets a little bit fuller.

The Money short track was Eddie Lawson's from start to finish. Scott Dinkins was second off the line but Danny Perkins went blowing by on the fifth lap. Dinkins did not give up the spot for lack of ability, but rather mechanical problems that took him out. Terry Singleton was more than happy to take over third and they finished in that order.

Bobby Garabedian finally had the gods on his side as he captured the 125 Amateur/Expert short track and half mile. Bobby has never lacked speed or talent, but something has always gone wrong with his bike. This was his night with wire-to-wire victories over Chris Cannon and Tommy Walton on the short track and Mike Redding and Walton on the half mile.

Results in Results Section.

Sanchez scores at A.M.E. Youth MX

By Judy Greenberg

VALENCIA, CA, OCT. 28

A smooth 1-1 ride brought Danny Sanchez (Verdugo Hills Suz.) the overall for the 83cc Stock 12 and over Juniors at A.M.E. Youth Division's Friday night races at Indian Dunes. Steven Sedillo (Cross Up) took an early lead in the first moto, with



Sanchez hanging on his rear wheel, looking for a way around. As they approached the esses, Sanchez made his move. Bobby Simons took the inside of the sweeper to get around Roy Gomez, then proceeded to work on Sedillo. It was a hardy battle until Simons went underneath Sedillo in the north berm and took over second. Simons then closed the gap on Sanchez, but the flag called Sanchez for the moto win.

The second time, Sanchez charged to an immediate lead, and then gained ground with each lap. Sedillo had Gomez breathing down his pipe. When Sedillo swung too wide in the sweeper, Gomez shot by on the inside. As Sedillo tried to catch Gomez, Simons roared by, full throttle, heading downhill, and moved closer to Gomez. The flag was out for Sanchez, but it was a surprised Gomez, who a foot from the flag, watched Simons whiz by for second.

In the first moto of the Junior Cycle Experts, Eddie Hicks pressed early leader, Buddy Dumo, until he had the lead. Hicks picked up ground with each lap for the moto win. Gary Szilagyi kept the heat on Dumo, and got by on the downhill sweeper to finish second.

Dumo took charge in the second moto, with Don Feeley close behind. Hicks had a late start out of the gate, but moved into third by the tower turn. As he accelerated after Feeley, his bike stalled, costing him a chance for another win. Feeley was running hot, and captured the lead from Dumo. Hicks came through for a fourth, behind Jim Ford. The overalls went to Dumo and Hicks.

Results in Results Section.

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PHOTO BY BILL MARKHAM

ITA winner Gary LaPlante shown cleaning section two's rocky hillside.

Nicol continues at AME Sprockets MX

By Lee Taylor

BAKERSFIELD, CA, OCT. 30

Doug Nicol continued his winning weekend by racking up back to back wins in the 250 Pros, as he had done at Indian Dunes. In the first moto, Nicol took command with Greg Youngblood on his tail and Greg Torgerson (Suz-Mom and Dad) in third. David Potts pushed Torgerson hard, tried to pass once, failed, but made his second attempt and moved into third. Youngblood was pushing Nicol relentlessly, as Torgerson had a battle going with Larry Watkins for third. Potts was having trouble, going into the banked turn with a stalled bike. Watkins passed Torgerson for third and held his position to the end of the race. Nicol held his lead and Youngblood held second.

The second time off the line, Nicol again took down the lead with Youngblood running second and Steve Williams in third. Torgerson was off the track in trouble, while Watkins took over third. Still flying, he moved into second and started to work on Nicol's lead. Nicol held him off, taking top money for the class. Watkins was second and third went to Youngblood.

Randy Berkeley (Mai-Kiel's Maico) racked up back to back wins for top money in the 500 Pro class. In the first moto, Paul Birchfield grabbed the lead with Ron Haase right behind him and Berkeley in third. David Rogers was moving up fast, up to fourth and pushing Berkeley. Haase was hounding Birchfield, coming up on the outside but unable to get by. A battle between two brothers was taking place for fourth with David and Stewart Rogers. Coming up over King Kong jump, Haase took over the lead as he and Berkeley continued a heavy duel. Berkeley made his move and took the lead with Haase staying right with him.

The second time around, Birchfield took over the lead with Haase in second. Berkeley flew into second then went to work on Birchfield, keeping the pressure on until he took over the lead. Birchfield and Haase continued to battle for second right down to the wire with Haase moving in. Berkeley took home the overall win, Haase picked up second and third went to Birchfield.

A hardy band of 50cc Mini riders and one small Pee Wee, Warren Provost, braved the Sprockets Park track. Throughout both motos, brothers Bobby and Johnny Hoffman, both on Hondas, battled for the winning position. Johnny would close in fast and tight on his brother, threatening to send the goblins after him if he didn't move over. Bobby stuck to his guns, held his ground and came home the victor. Johnny took home second overall and third went to Erik Brown with a solid 3-3 ride.

Results in Results Section.

La Plante good as gold at I.T.A. trials

By Jerry Manley

SADDLEBACK PARK, CA, OCT. 16

Jean Fradette, I.T.A. prez, laid out a neat trials. Sections one, two and three tested your ability at rock riding on hillsides. Four was a mean little gulley with a couple of steps. Section five was a boulder-strewn gulch. Sections six, seven and eight were of the sandstone ditch, gulley and hill variety, with the riders carefully picking a serpentine line over demanding off-camber ridges and knolls. Nine featured a steep drop into a deep ravine, with an exit up a steep pile of loose dirt that required banzai throttle control. Ten, laid out on the steep side of a hill, covered with expired grass, made several turns, calling for body english and more throttle control. A couple of the sections were so demanding that they yielded no cleans all day.

Winner Gary La Plante earlier this year rode his modified 302cc Kawasaki to victory in the Texas Canyon two days trial. The former Arizona State Champ has added a few high finishes in the National series to his portfolio also.

Finishing a solid second was Matt Parsons, followed by Matt Pritchard and Mark Webster, all on Bultaco 350's.

The amateur class had a close dogfight between Bultaco-mounted Rick Manley and Mike Allen on a Montesa 348. When the dust settled both riders were tied, so the issue was decided by "cleans" with Allen taking the win. Consistant Rick Bieniak took third, with Phil Chandler a close fourth.

Mark Older's feet-up style won him the gold medal in the Novice class on a modified 300cc Honda. This gives him

enough points to move up to amateur. Jack Weir grabbed second, moving up to amateur also. Third went to Scott Kolar, Snowden Mathews took fourth, Larry Curtis was fifth, and Dave Willson sixth.

Ron Benigar has been beating the beginner class lately and came in first again. Mike Warne, showing rapid improvement, took runner-up and George Avery was third. These fellows will all be riding the Novice class next time out! Fourth was young Mike Parson on a little Yamaha TY 80. Robert Dussler finished fifth.

The first time beginner class is for those who have never ridden observed trials before. Pete Vetrano adapted well and won himself a gold medal. Michael Efaux was in close pursuit.

The current seven event Seniors Championship Series, (for those who admit to being over 35) is divided into two classes: Senior "A" for amateur-expert types and Senior "B" for less experienced riders. It was good to see former I.T.A. Prez Bob Grove back in competition again, winning the Senior "A" class. Runner-up was one of the area's better amateurs, Gil Smith. Senior "B" honors went to "Papa" Art Webster, patriarch of the popular Webster clan. Art rode well to edge Gordon La Duke. Third was Bill Markham, followed by Jack Stone and Glenn Byers. The point spread between these fellows is minimal, so it should be a great series, to see who will be Numero Uno, Sr. A or Sr. B.

Smokin' ST and savage scrambles

By Len Shirley

PERRIS, CA, OCT. 22

Racing was hot and heavy at Perris Raceway on the short track. The 250-Open saw Pete Hames (Yam) dicing with Eddie San Roman. Hames took the lead right off the bat and held it with San Roman at his heels. The 250 Novice riders were having their own battle behind the two experts with Steve Peck taking first and Ted Dann second. Grover Riley ran third.

In the Open-Expert 250, a blanket could have been spread over the entire field, they were so close! Positions changed every lap. John Sperry and Jay Lewis were out in the lead with Jack Langston passing riders after a bad start to pull into fourth. The next two laps saw Langston pick his way up to second. Lewis regained his prior position on the fifth lap and held on to second. Sperry held off all the challenges to take first. The next two motos saw Dwayne Lock (Yam) challenge Sperry and Lewis many times. Overall, Sperry won with Lewis second and Lock third.

The Open Novice races were fast. One might have thought they were experts. Dennis Penheira had it all the way in all three motos. The challengers were Don Young, Gary Johndro and Bill Bartels. Johndro was chipping away at Penheira every chance he could, waiting for an opening that never came.

The 250 Novices in the TT Scrambles were all good riders. Jeff Johnson and Pete Hames were lined up in back at the experts' handicap line. When the green light came on, the first turn saw the two experts take the outside line and proceed to show the Novices how to do it. Hames took the lead for keeps as Johnson couldn't find the right place to get by. Mike

Redding hung on for third. On the third moto the story was reversed when Hames broke his frame and Johnson won the overall. In the 250 Novices, Ted Dann took first with Peck second and Cochran third.

The Open Novice class was hard fought with Johndro taking first overall. The Blake brothers came out to try the track and found it to their liking. Larry Blake kept the lead in the first moto with brother Norm following and Johndro taking third. The second moto saw L. Blake holding the lead with Johndro taking second away from N. Blake at the halfway point. The third moto had the Blake brothers exchanging the lead until Johndro passed them both on the fourth lap to hold on for the win.

In the Open Experts, Charles Summers had to fight his way to the lead in all three motos as Sperry and Sanders were exchanging positions on every lap. Sanders was out to run after a few years' absence. Sanders, Sperry, Summers and Armstrong led the motos at different points and a big question was who would be the fastest to the line. Overall, Summers took first with Sperry, Sanders and Armstrong following in that order.

The last race of the night was a novelty race called the Backwards Sweepstakes race. The race was run on the course, backwards, with different size bikes handicapped on the course itself for the start. The flag dropped and the scramble was on for the goodies. Johnson got a good jump with his 250 Yamaha in the first few laps and Sanders had to let it all hang out to catch him. On the last lap in the last turn, Sanders finally got by for the win. Good times were shared by all.

Results in Results Section.

Big novice turnout at Old Timers MX

By Betty Bird

VALENCIA, CA, OCT. 23

The novice class had a great turnout when the Old Timers MX Assn. raced with AME, with 18 on the line.

Larry Smith was number one today, but not for long — the amateur class is right around the corner for Larry, as of January 1, 1978. Maico-mounted Dave Jensen of Canyon Country took second. J.D. Bray ended up in third overall. Old Timers charter member Chuck Flack improves every time he rides and he does just that every chance he gets. Frank Hershey, 70, the oldest member of the Los Angeles chapter, rode his last race with the L.A. membership. Frank is moving to Arizona, and hopefully he is going to start an Arizona chapter of the Old Timers.

Chief Line Steward today, Jerry Scott on his Tonka Truck sponsored Yamaha, took the amateur gold. Jerry announced he will be moving up in class — look out experts. The silver throttle of John Webb took second. John went for it in the first moto and held it all the way; the second moto he took a fifth. Pete Klassen combined a 4-3 tally for third overall. Taking a second to Cal Browning in the first expert moto, Ken Williams made it a first in the second moto for the overall win. Bill Bird, late for his first moto, made it to the starting gate just in time for it to drop. That's the closest he has ever come to getting a holeshot start —

(Continued on page 30)



(Above) The 125 CR and (below) the 250 CR.



PHOTO BY CHARLES CLAYTON



(Above) The 390 CR and (below) the 390 AMX.

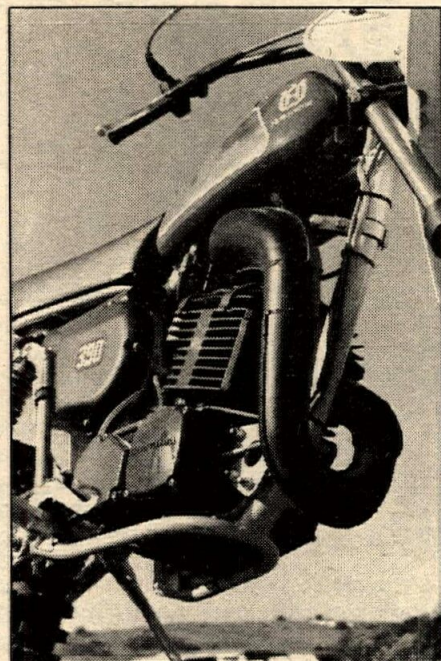


PHOTO BY JACK WRIGHT

1978 Husqvarnas

CARLSBAD, CA, NOV. 1

Husqvarna unveiled most of the 1978 model line at a press day held near their San Diego headquarters. Included in the lineup were four motocrossers and two new desert/off road bikes.

Dealers will have five of the six machines no later than mid-December, according to Husky. The five are: the 390 and 250 CR and 390 Automatic motocrossers and the 250 and 390 OR desert bikes. The 125 CR motocrosser is already available.

There were no big changes on the latest Huskys, but lots of detail improvements. Rear suspension is one example: The 390 CR has the Ohlin shocks found on many European factory motocrossers, while the 125, 250 and Automatic feature new Girdings. The ORs have American-made Curnutt shocks (of desert fame). All the new Huskys have 10" of rear travel, 9 1/2" up front.

Riding impressions:

125 CR The baby of the Husky family feels very comfortable and stable. Its big bike chassis and low weight inspire confidence in the corners. The power just doesn't happen as quickly or radically as the Japanese bikes, but it will rev fine. It is easier to ride, but it will require tuning and modification for the expert. Price: \$1450.

250 CR The 250 is a tractable yet potent machine. The beginner can have a lot of fun riding it, yet it'll take an advanced rider to do the machine justice. The brakes on this Husky (and the others) were exceptionally smooth and progressive. \$1815.

250 OR If there was ever a deuce-and-a-half designed by John Deere, this would be it. Lots and lots of torque at the bottom end. It will blubber its way up any cliff of your choice. The top end power was unavailable because of rich jetting. Suspension was plush, but will probably have to be stiffened for the faster desert rider. The double walled exhaust keeps the noise down to the 86

dbA level, making the bike greenstickie legal. \$1840.

390 OR Swedes call it "the black devil with the golden slippers." It is the best looking dirt bike on the market. The new kickstarter makes it a snap to start (the new 38mm Mikuni carburetor helps, too). Power is so smooth and abundant that it feels like it is always on the pipe. The Curnutt and plush leading-axle forks give a Cadillac ride over the lumpiest rocks and trails. Our play-toy was overjetted, so it signed off at around 4500 rpm, but there is enough oomph in low and midrange to lift the front wheel whenever you feel like it. Overall handling feels as good as anything, or better. For \$2,025 you can't go wrong.

Things in common Husky is using a larger diameter swingarm for more strength. Made of 40mm tubing, it weighs exactly as much as last year's version due to the absence of one of the cross bars. The chain adjuster has been moved to the rear of the arm to eliminate a weld from the curved stress area. In the steering head, sealed, tapered Timken bearings are now in use.

The 250 and 390 CRs and the 390 OR have 17" rear wheels and new, gold-painted rims. The 17" rear wheel, according to Nils Arne Nilsson, allows for a taller tire which aids the suspension. The gold-painted rims (made in Norway for Husky) feature a deep center ridge for easier tire changes.

All engines except the 125 have 38mm Mikuni carburetors. Jetting variations from one identical Bing to another led to the change. All bikes except the Automatic have a new kickstarter designed by Gunnar Lindstrom to prevent sudden toe-peg meetings.

Bikes not shown at the press conference were the WRs. They will be available in May everywhere.

They will have shorter suspension for lower seat height.



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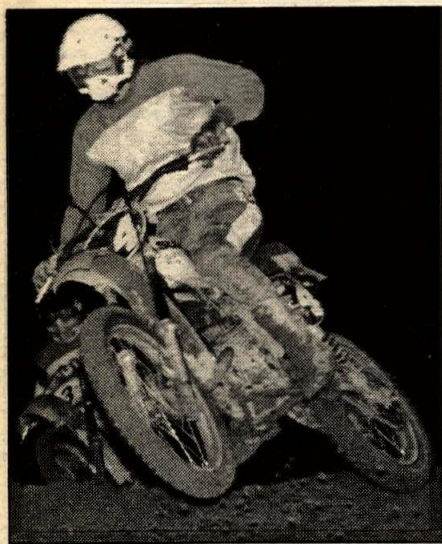
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(Above) Doug Nicol (24) put it to Greg Torgerson in both 250 Pro motos at AME, winning via a clean sweep. (Below) Joe Root leads Bobby Jones in the first moto of the 125 Pros. Root seized, Jones won.



PHOTOS BY LEE TAYLOR

(Continued from page 28)

it sure helped. Bill got a third in the first moto, then came from last place to second on the second moto to put him in second overall. Cal Browning did a "Laugh-in" fall in the second moto, but took a third overall.

Marvin Olson, riding as though he was on the shoulder of a freeway during rush hour, won the Master class. Al Dennler took second and Doug Archibald third.

Results in Results Section.

Jones gets big comeback at AME night MX

By Lee Taylor

VALENCIA, CA, OCT. 28

Bobby Jones (Suz-Cole Bros.), back racing after being out for some time with injuries, rode to victory in the 125 Pro class. In the first moto, Joe Root (Suz-Luft Shocks/Pesky's) grabbed the holeshot. Rick Guilmette (Suz-Aircone)

pressured Root and took over the lead. With Root now in third, Jones was right on his tail. Kirk Sturgeon passed from fifth to first and opened up a strong lead. The Root-Jones battle continued until Root's bike could take no more and seized. As the moto drew to a close, Sturgeon was out in front for the win, Jones crossed over in second and John O'Mara held down the third place slot.

The second time off the line, Jones took control at the top of the hill with Jerry Shore in second and Edwin Arnet running a strong third. As Jones opened up a beautiful lead, Shore went off the track with bike problems and Arnet to second. In fourth, Sturgeon was fighting to regain his first moto lead and was challenging O'Mara in third. Wheels banging off the drop-off, they charged with O'Mara easing his way into second, before getting into trouble and slowing considerably. Sturgeon was in second and out to get Jones. Heading into the white flag lap, Sturgeon had closed to within half-bike's distance from Jones and was hot on his back right down to the wire. Jones held on for the overall win, Sturgeon crossed over to second-place money and third went to Shore.

The first 250 Intermediate moto got off to a rocky start with Pete Snorteland (Suz-Murry's Accessories) taking the lead. Behind him were Jeff Brigham (Yam-R&D Port and Polish) and Joe Johnson (Yam-Fred's Union Station). Coming up out of the gully, Brigham took over the lead. While others were over-shooting every conceivable berm, Brigham was still in the lead with Johnson bearing down hard. Finally, Johnson slid out and Snorteland moved into second and David Graham took over third. Coming in for the checkered flag, Brigham held the lead with Snorteland in second, sliding out just before the finish line but recovering in time to hold his position over Graham.

The second time around, Mike Prothro took over the lead with Randy St. George in second and Graham third. With a lot of lead changes taking place, Graham moved on into second with Johnson and Snorteland locked in tight combat for third. Right down to the wire, the fight for second continued with St. George holding the lead. In the overall results, Graham picked up top honors, Snorteland was second and Johnson took home third.



PHOTOS BY CHUCK BURRIS

(Above) Tony Gomez holds off Tim Lunde at CMC's South Bay Speedway motocross. (Below) Randy Hess grabs the holeshot ahead of Gomez and Lunde.



Doug Nicol racked up a beautiful pair of wins for the 250 Pros, topping Greg Torgerson and Rick Cavish.

Results in Results Section.

Hess, Lunde and Messer win CMC South Bay MX

By Chuck Burris

CHULA VISTA, CA, OCT. 19

After being rained out on the last scheduled race date, South Bay Speedway had over 150 riders turn out for this week's CMC motocross event.

As usual the 125 Pro riders put on an unreal show under the lights and FMF rider Randy Hess came out on top. Hess got the holeshot in the first moto just ahead of Yamaha's Pete Wanket. Tony Gomez and FMF rider Cliff Lett were right behind with Terry Shekell moving up on them. Lett slid by Gomez to move into the third

position and tried to reel in Wanket but it was no use as Hess and Wanket just rode away, stretching out a solid lead. Gomez never let Lett out of reach and at the finish they were side by side with Lett winning only by half a bike length.

In the second moto, Hess again got the holeshot with Gomez, Lett and Wanket behind. Wanket quickly got past Lett and began a duel with Gomez. Hess had again moved way out ahead and easily took the win as Gomez held off the charging Wanket and Lett this time finished fourth.

In the 250 Pro division Hess also rode but did not dominate as he did in the 125s. He did get the holeshot in the first moto but Tim Lunde (Yam) got by after a few laps and stayed ahead of the rest of the moto for the win with Hess second and Abian Lelevier (Mai) third. The second moto was much the same and so was the finishing order.

In the Open Pros, Luke Messer (Mai) battled it out with hard riding Max Maple, also on a Maico. Luke came out on top in both motos and took the overall.

Results in Results Section.

Tell a friend

Papa Wealey had it right when he said in his column that we readers and lookers at motorcycle periodicals are a rare breed. How many times have we worried desert riders and racers approached a friend to find out if they had written a letter to the BLM, White House, etc. about a certain land closure, only to hear, "Closure? What land closure?"

So it's up to us, the rare breed, to inform our riding and racing companions and urge, even push them to write.

P.S. Sue Fish, keep your chin up. You can do it.

ALAN SMITH
Hermosa Beach, CA

Hooray for faster enduros

According to Mike Kinsella's coverage of the 31st annual Cowbell Enduro (*Cycle News* Nov. 2) the Hayward M.C. put on a challenging run, but the speed averages were too high, so that District 36 enduro ace George Hendrix scored a 10 to win overall, instead of his usual zero. All I can say is, it's about time! Maybe California enduros are on their way to matching the tough tests of riding skill common everywhere else in the U.S.

In *Championship Enduro*, the book photographer Brian Palormo and I have put together, which is being published this month, four-time national enduro champion Richard Burleson has this to say about it: "A zero enduro just means the course wasn't laid out right. Either the checks were in the wrong places and they didn't catch you, or the time schedules were too slow. I'd rather see a 100-pointer, myself, or an enduro where I was the only one to finish."

Dick admits he likes hard riding more than timekeeping. But all you computerized enduro jockeys take note — Burleson dropped only one point in the two-day, 500-mile Greenhorn National this year, and he did his timekeeping on that southern California run with only a standard VDO speedometer, a watch and a route sheet!

Faster, more challenging enduros are tough on new riders, that's for sure. Sometimes you're lucky just to finish within your hour.

STEVE BOOTH
Lafayette, CA

Mini manners

I just need to express my feelings about some of the jerks who go racing. There is little or no room in the sport of motocross for over re-acting "little league" type parents. After spending the better part of today in the scoring booth I was shocked and appalled by the lack of manners so many adults have. No wonder they have rude children. The majority of people today did not ask, they demanded. The few and far between who said "Thank you" were refreshing. One parent came into the scoring booth and was seemingly upset with what she thought was incorrect scoring. Later she was back with an apology. Thank you Mrs. Walker.

If you as a parent or rider feel you can run a sanction as efficiently as the CMC folks do, just try it, and try a little kindness, too.

PATTI FIRTH-TROTTER
Oceanside, CA

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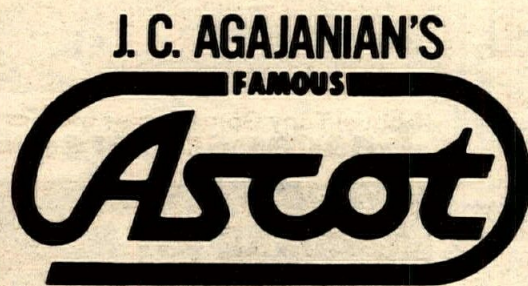


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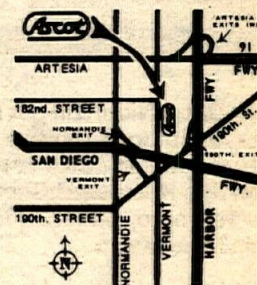
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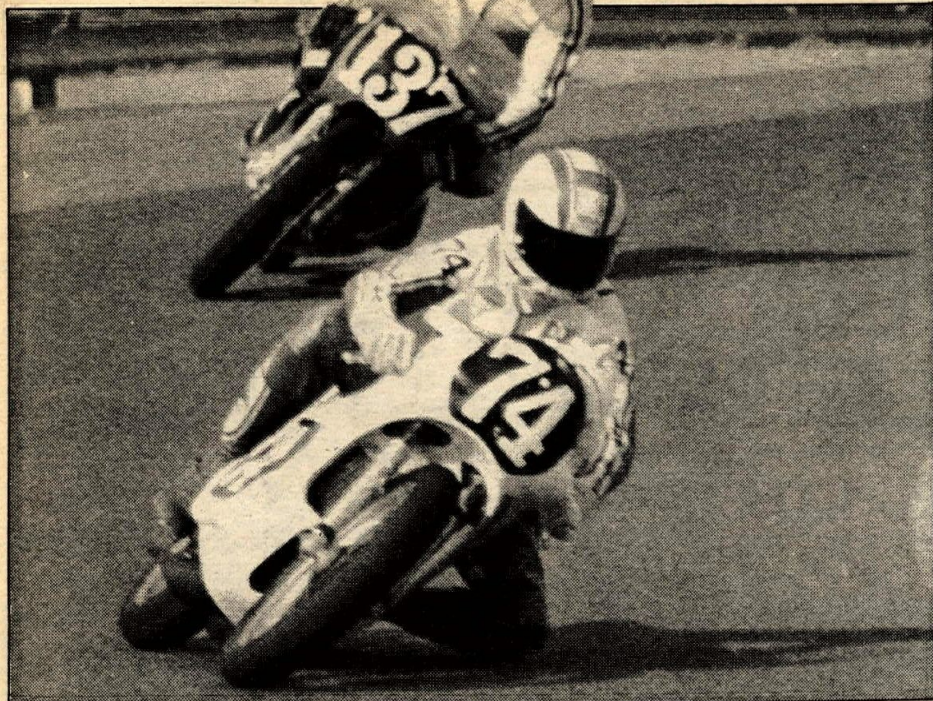
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Eddie Lawson (74) leads the knee-scraping action at Manning Racing.



(Above) Gillman (92) closes on Vidic at SSM. (Below) A Suzuki/Yamaha battle.



Steady Welker wins SSM MX

By Jack Wright

ORANGE, CA, OCT. 29

The 250 Pro class got off the line in a typical start with Jeff Vidic bounding down the hill first. Vidic (Yam) was out to put some

ground between himself and Scott Gillman (Yam) before settling down into his pace.

Gillman, knowing exactly what Vidic was doing settled down about 10 yards behind. It was Gillman's first race in two months and he showed that he was not going to let Vidic run away.

Jeff Jennings moved up to take third, with Tim Welker in fourth, about five seconds behind.

Gillman started to move on Vidic, putting his front wheel under Jeff in

every other corner. But, before he could make the pass, his Yamaha started to seize, leaving Vidic with what looked like a sure win.

But, for the second time in two weeks, as Vidic came up behind lapped riders, someone fell in front of him, taking Jeff with him. This left Jennings to take the lead and hold it until the end even with a flat rear tire slowing him down. Tim Welker followed him across the finish in second.

Vidic was able to put it together in the second moto, taking the win. Tony Gomez, after a fifth-place finish in the first moto, took second in the moto and second overall. Welker rode steadily and finished third leaving him with first overall. Steve Montague, with a 4-4 record, went home with fourth for the morning's effort.

Ron Turner, on what might have been his last ride on an FMF Suzuki, had two impressive rides taking wins in both motos in the 125 Pro class. Ron built up good size leads in both motos, much to the chagrin of Ken Burky and Brad Burks, who finished second and third respectively.

Results in Results Section.

Baeder's "three cylinder" wins Manning RR

By Jim Lester

RIVERSIDE, CA, OCT. 30

Manning Racing played host to over 100 pavement specialists at Riverside. Open GP looked to be a thriller with local aces David Emde, Mike Baeder and Harry Klinzmann, tied for the class points lead, battling away on their Yamaha 750s. Emde led the first lap of the race, but seized on the second lap. Baeder, turning 1:32 laps, built up a four-second lead on his four-cylinder before it became a "three-cylinder," but Klinzmann was having clutch trouble, and wasn't able to take advantage of Mike's misfortune. Bill Henry, meanwhile, crashed his new shaft-drive Yamaha at turn seven, but dusted it off and later took second place in the "Super Cafe" race behind Keith Code (Kaw).

Klinzmann (BMW) grabbed the lead in the Four-Stroke Grand Prix and stretched it out to five seconds by mid-distance. But Pat Eagan, who had been feathering the ailing clutch on his Mr. Jags Rickman, began to close the gap, passing Keith Code (Kaw) and Billy Addington (Kaw), before pulling even with Klinzmann on the last lap. Klinzmann won the drag race to the finish. Earlier, Klinzmann had blown-off the opposition in the Open Production race.

Dick Fuller (Yam) ran off with the 350 Production race, with class points leader Alan Gingerelli and Ed Toomey dicing for second place until Alan's electrical system went dead, letting Dave McClanahan through to third. McClanahan's joy later turned to sorrow when an erratic rider in the Cafe race forced him off the track, demolishing the back end of his bike.

In frantic lightweight action, Darren Penrod (Yam) beat FMF's Malcolm McCassey in the 100 GP; Bob Nolan won his second straight 125 GP race on an ex-Philippe de Lespinay Yamaha; Jim Ahrens breezed to an easy victory on his 50cc Kreidler, and Tim Steinberger (Yam) won his third

straight 200 GP race, to pull within one point of the class points leader, whose bike developed an "extra brake" (in the cylinder) during practice.

Results in Results Section.

Hall and Adams fastest at SRA Grand Prix

By Sue Senn

CARLSBAD, CA, OCT. 30

As the flag dropped at the start of the open class race, it was 20-year-old Craig Adams off the line first and that's where he stayed.

Bryan Bennett and Gary Bates were right behind Adams, but soon developed problems. Bennett got a flat tire and Bates' engine stalled. Bates re-entered the race behind Charlie Conway, who didn't realize that Bates had missed a lap, and he continued to take unnecessary chances to hang onto fourth behind Adams, Don Glover and Jim Decker.

Adams, who is sponsored by Competition Cycles, has a reputation for not only being a winner but for possibly being the only racer whose bedroom is a complete machine shop. Craig's furniture consists of two large Craftsman tool boxes, a work bench, drill press, lathe, welder, air compressor and two motorcycle ramps which fill the room so completely that he's forced to sleep in the closet.

It was Dave Crofoot who got the holeshot in the senior race, but by the end of the first lap it was Up-Tite's George Erl who had moved his 390 Husky out front. In the meantime, W.C. Thornton was working his 370 Suzuki through the tight curves and over the long straightaways to overtake Crofoot (250 Suz). On the second lap W.C. had moved out front of Erl while Dick Smallwood moved up behind "The Crow." Erl, who isn't used to losing, was the first of three big upsets during the day.

The second upset came in the 81-200 race when George Luther's Yamaha developed serious problems and he was beaten by an amateur on a Husky, Mike "Freck" Monaghan.

Luther, who is well known among fellow riders as being one of the most courteous riders on the course, has often joked of his pit stops as being a way to "give fellow riders a chance." This time, they got the whole thing.

The third upset of the day was when Mike Nixon, a motocross rider from New Hampshire who has won every race he's ever entered, beat expert mini rider Kevin Senn. Senn held the lead until the last lap when he lost his shift lever and the fast Easterner moved in for the checkered.

Another newcomer was Loren Hall who rode a Montesa in the 250 race. Hall got the holeshot and ran away with the lead. Bill Sabo and Lance Tubbs, whose luck has been unbelievable this year, were running second and third until the last lap, when Sabo ran out of gas and Tubbs' chain came off, destroying his hub, cases and cutting his ignition wires in half.

Hall not only claimed first in the 250 class, but he also proved to be the fastest rider of the day when he turned the 2.7-mile laps in four and one half minutes. Adams was the second fastest with a time of four minutes and 40 seconds.

Results in Results Section.

Thompson wins Orland whistler

By W. H. Spencer

ORLAND, CA, OCT. 16

Although the end of the season is just around the proverbial corner and the number one spot is sewn up by Rusty Davis by over 100 points, Brian Thompson let everyone know that he is going to enjoy the number two spot with an outright win of the 250 Expert class that started with 37 riders. It wasn't that big for the rest of the races but the action was still there.

The few Mini kids assembled saw Joey Brazil win the '80 Expert and Todd Willaman the Novice portion. Scott Dickerson beat Jeff Valentine in a real close match.

Larry Krusemann won the 125 Junior/Expert despite a tender foot, with Wayne Karcich in second. Richie Simpson came back to win the 250 Novice over Blair Newell with Jon Eichelbaugh in third.

Leading out the 250 Experts was Lowell Moulal, after winning his heat over Jimbo Filice. The large rider main was a real thriller in the third corner with eight riders following Moulal around. Rodger Slack took second after sending Filice to the fence post, and Rusty Davis was coming fast off the back row for third. Moulal's Bultaco couldn't stand the pace though and fell to ills while Thompson swept through the pack for the win.

Best racing of the day went to the 360 Experts with Rick Delacy pulling Jim Mertens around in his first race back since July. But one little mistake was all the Pacific Coast Junior champ needed to win.

Results in Results Section.

Jim Foley returns to Sand Hill MX

By Tom Anderson

BRENTWOOD, CA, OCT. 21

In Friday night's 500/Open Experts there were 14 of the fastest guys you would ever want to see. Dashing Jim Foley on a Yamaha took the lead right away with the speedway rider Mike Faria and Steve Marusic on a Maico right on his tail. They would start pitching those big bikes at the end of the sweeper and slide full bore into the back straightaway. While those three were dueling for positions there was another fight between Phil Anderson, big John Proto and Dave Faria for fourth. Phil got it as Jim Foley took first.

In the second moto Jim showed that it wasn't luck, with a wire-to-wire win again. Mike Faria and Steve Marusic were at it once more, with the speedway rider taking the second spot and Steve third. Again the fight for fourth continued with Anderson, Proto and Mark Pribe really dueling it out, but Anderson got too hot in the sweeper and spilled, while Proto gathered the fourth spot. When these experts ride there's wall-to-wall excitement and dynamite racing.

Jammin' John Looney put on a good ride as he dialed in Steve Furtado in both motos. John works for a farmer after school and on holidays to help his parents support his racing.

Troy Barazoto and Rick Olson traded places almost every lap. Troy was finally able to shake off the drive

of Olson. Brent Davis had to settle for third.

Mike Brown rode his first 125 Expert race and almost won it. Brown led the first four laps with hard charging Bill Johnson pushing him. Johnson finally made the pass. Then Bill Beonhart came up to push Brown and made the pass to take over second place. The next moto Brown was pumped and wanted to win. But with the experience Johnson has, he passed Brown. Then his buddy Jerry Edie came up to challenge. Edie passed Johnson but they dueling all the way with Johnson taking the win.

One of our favorites, Andrea Williams came out to ride the Powder Puff class and forgot her boots. So gallant Tom Anderson took his own off and loaned them to Andrea so she could ride. This must have given her some extra luck because she took the win.

Bill Johnson and Wes Morrell collided the first moto of the crowded 250 experts and Jerry Edie took command and won. The second moto was a new race with Wes and Bill Johnson really dueling. Johnson would take the inside drive with wide open Wes outside. This was the way the race went until Johnson had motor trouble and did not finish. The overall win went to Jerry Edie.

Most outstanding race was the Vets Expert. Big Jim Hartbauer has been unbeatable in the past few weeks. Tonight there was a new challenger named Jerry Bowers. Boy, is he fast! Both rode 500 TT Yamahas. Jerry and Jim would go wide open in the turn, pitching their mounts sideways inches apart. Jerry took the win. The second moto Jerry had some trouble and a DNF, so big Jim took the overall win and remains undefeated.

The trophy dash went to the rider on a Suzuki, Mark Pantell.

Results in Results Section.

Billy Johnson tops SHR Marathon

By Tom Anderson

BRENTWOOD, CA, OCT. 23

The dead engine start at the Sand Hill Ranch Marathon was a surprise to many riders. Billy Johnson got the holeshot up the big hill, leading the full pack of roaring motorcycles. Johnson led the first lap, but the second lap belonged to the team of Scarlett and Clausen. They led for three laps then Johnson took over on the fifth lap and kept it for the balance of the race and winning it in the 250 class.

The winner of the open class was the team of John Silva and Rick Oderio on a Yamaha. They grabbed second behind Johnson on the 11th lap then in the 12th lap, Mark Jones riding for Moto-X-Fox took over second. On the 14th lap the hard charging team of Silva and Oderio took the lead in the open class and never lost the lead. Second in that class was a very improved Jerry Edie dueling with the top runner all the way.

The 100/125 class started two minutes behind the other bikes. The first team across the line was John Bellicitti and Ron Pepper on a Suzuki. On the second lap Mark Lenz and King Peters took over the lead on the Honda, but the duel was on with Bellicitti and Pepper who led the next three laps. On the sixth lap Lenz and Peters took over the lead and would become the overall winners in the 125 class. Second place went to the Olund

team on their Yamaha. They took second place on the 11th lap and were pushed by the team of Don Stanley and cross-country rider Phil Rice. Ken Small got fourth and the 10-year-old Rick Ryan took fifth riding the two-hour race by himself.

The 100 class was won by the Lofgren brothers. Second in this class went to Bert Elworthy.

Results in Results Section.

Wood tops two classes at Sacto night MX

By Sallee Hilton

SACRAMENTO, CA, OCT. 21

David Wood, riding for Jim and Jim's of Davis, took home the first place cash in both the 125 and 250 Pro classes at Sacramento Raceway, winning five out of his six motos.

In the 125 class Wood (Suz), got a bad start but made up for it in the first couple laps by getting by a couple of riders. He couldn't make up any more though. Jim Wooten (Suz) had the lead for a while before vanishing from the scene, at which time Phil Minahan (Suz) took over and stayed there for the rest of the race and the win. Chalma Roberts (Suz) had the second place and refused to relinquish it to Wood.

The second time out, Wood grabbed the holeshot and went on to the win from there. Jon Yourd (Yam) had his hands full maintaining his second position against Minahan, Pat Yoho (Yam) and Roberts, who later crashed and finished fifth. Minahan was right on Yourd's tail at the finish. Wood again holeshot the third moto and followed up with the moto and the overall win. Minahan had crashed and at the checkered flag, Wood, Yourd and Yoho all came through in a bunch, but in that order.

Wood's Yamaha was running poorly in the first 250 moto and he was trailing Al Griego (Suz) and Yourd. He managed to get it blown out in time to overtake Yourd by outflying him off the big jump in the next to the last lap, and then did the same to Griego in the last lap.

In the second 250 moto, Wood got out front at the start and had no trouble winning. Yourd pulled off after crashing, and Griego got the second. In the third moto Wood again started out in front, but in spite of his superior altitude off the jumps, he never really got too big a lead over second runner Griego, but then he didn't need it. He took the moto, and another overall first for the big money of the night.

Results in Results Section.

Cantaloupi crashes, wins

By Sallee Hilton

HELVETIA PARK, CA, OCT. 23

Breaking a familiar pattern, Donnie Cantaloupi only took first place money in one class this time, and had to do it the hard way at that. While Cantaloupi was picking himself and his Yamaha out of a hay bale on the starting pad, the rest of the 125 Pro class were halfway around the track in their first moto. Bill Leonheart (Suz) had the lead and Mark Fortin and Bob Shoreen (Suz)



Donnie Cantaloupi crashed, still won the Helvetia 125 Pro class.

were fighting it out for second. Dazed, Cantaloupi decided to fight the odds and go for it. There were only 15 riders ahead of him, and nine whole laps in the race, so off he sped, passing one or two riders every lap. Phil Minahan (Suz) had caught up with the first three and all were close together. Shoreen had passed Fortin, and both of them had taken Leonheart by the time Cantaloupi made it to fifth and was practically running over Minahan. Before the race was over, Cantaloupi was right on top of Shoreen threatening, but not able to take first.

Cantaloupi got off the line good in the second moto and stretched out a gigantic lead to claim the moto and the overall for Yamaha and Dirt Werkes. The action in this race was the battle for second place. Fortin had it for more laps, but finished fourth. Jim Sisco (Suz) had his turn at it, losing out to Minahan in the last lap.

Dan Turner (Kaw) took the glory and top cash in the 250 class. He had the holeshot in the first moto, but wasn't the only one out front. Cantaloupi and Mike Hersman (Hus) were chasing him hard. Turner held out against the attack for a couple laps before Cantaloupi made it by, but Turner wouldn't let him get very far ahead. Hersman had dropped off the pace, but Turner was still charging when Cantaloupi crashed hard. He stayed down long enough for Larry Wosick (Yam) to get by him. So dazed that he didn't even remember the race afterwards, Cantaloupi was up and racing on reflexes alone to finish third for that moto.

In the second moto, Wosick was out front for a while before he saw Cantaloupi go by and good bye. Turner also went around and continued to chase the flying Cantaloupi all the way to the checkered. Knowing that the second spot was still good for overall first, Turner didn't endanger himself by trying too hard to take over the lead. Danny Dennis (Yam) moved into third place when Wosick broke down, then Jerome Heiberger (Mai) took the spot away from Dennis and went after Turner. By the end of the race Dennis and Heiberger had had some sort of trouble, and dropped way back. Cantaloupi took the win, and not far behind him was Turner. Much, much later, third place man, now Troy De Herrera (Yam) and fourth John Minor (Suz) came across, and those same four cashed in for overall.

Wosick was looking good in the first open moto from start to finish out front. Heiberger, also looking good, chased Wosick all the way but never got by. Jeff Jacobson (Yam) picked up the third. Wosick didn't make the second moto at all and Heiberger DNFed after chasing Jacobson halfway through the race. Renny Bruns (Yam) took the lead away from Jacobson by the end, but Jacobson still got the overall first, second going to Bruns and third to Dave McRae (Yam) for his two fourth place finishes.

Results in Results Section.

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(Above) Don Harding (32) and Joe McMullen were this close for the entire Missoula 125 Expert race. McMullen won, but Harding came back in the Open class. (Below) Charlie Vasecka won the 100 Expert class in the Missoula motocross that ended the '77 Montana season.



PHOTOS BY LARRY HAMILTON

Hellgate M.C. hosts final '77 Montana MX

By Larry Hamilton

MISSOULA, MT, OCT. 16

The Hellgate Motorcycle Club hosted the last '77 motocross in Montana. Very few riders showed up, but those who did received a generous payback rivaling those of earlier, larger races.

In the beginner and amateur races, a group of Canadian riders completely dominated the action. They came in first in every class; third was the worst finish of any of them. In the opinion of this writer, there hasn't been a more flagrant example of cherry-picking seen in six years of following races.

The first moto of the Super Mini class found Tim Little in the lead, but Brent Marshall found a path around him on the second lap. Pushing hard to regain the lead, Little slid out and dropped to third. Little found a little extra speed and by the end of the moto

he was in second and breathing down Marshall's neck.

Little was in third off the start of the second moto, but moved into the lead before the first lap was over and steadily pulled away for the win.

The best action was found in the 125 class. Don Harding won the first moto, followed by Joe McMullen and Scott Karr. Karr had a bad day to say the least. Before the race he received a concussion due to a crash in the pits. He wasn't wearing a helmet. Then during practice he had a terrible endo coming off the big jump which left the rest of his body in a state of shambles. His two third-place finishes were remarkable.

The second moto duel between Harding and McMullen won't soon be forgotten. The cornering of Harding's Suzuki combined with McMullen's super-pulling Husky kept the two side by side for the entire 20 minutes. McMullen finally nosed Harding out and took the overall win.

The 500 Expert class was cut and dried. Harding took both motos with Robin Thornton second and McMullen third. Harding's 500 win along with the 125 runner-up, made him top money winner — a nice birthday present of over \$100.

Results in Results Section.

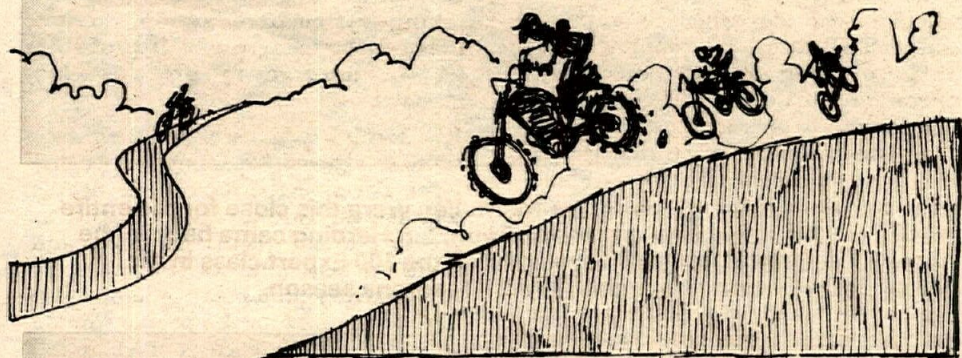
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November 16, 1977 CYCLE NEWS

RIDER'S MEETING



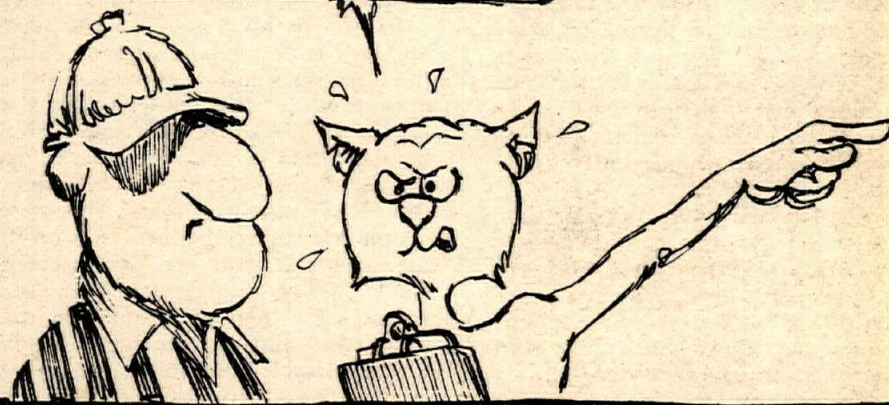
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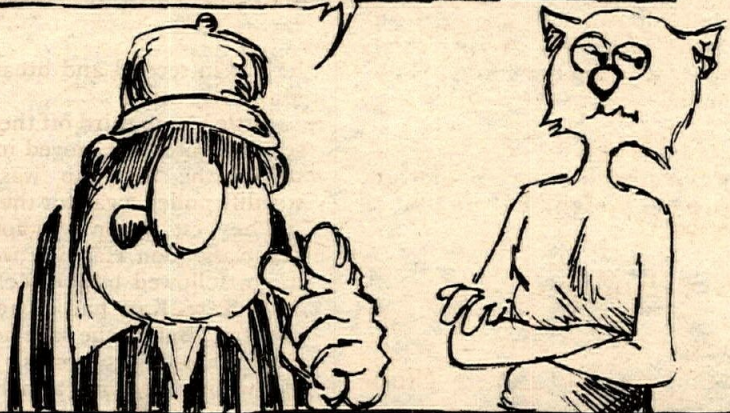
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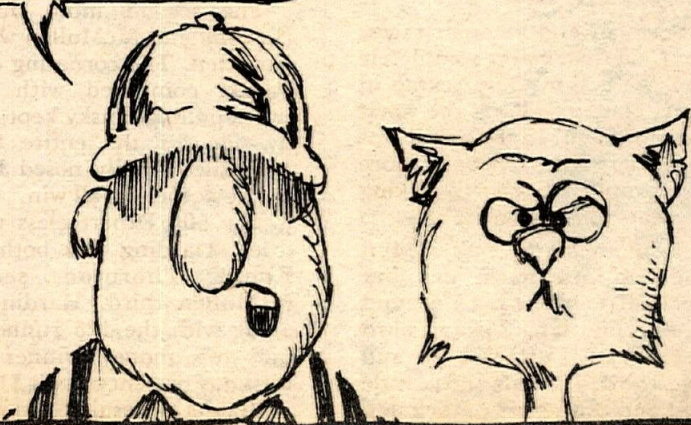
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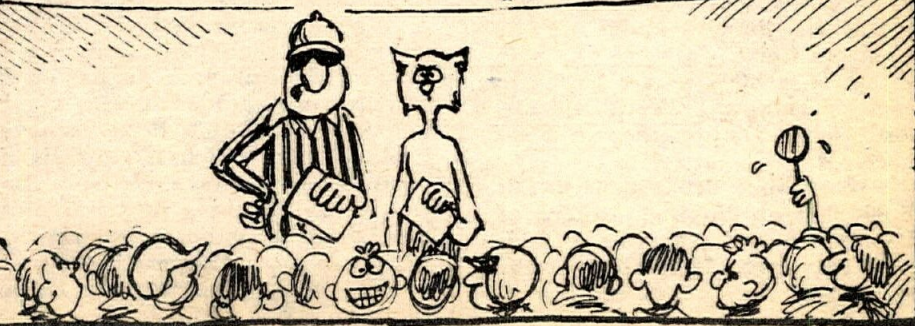


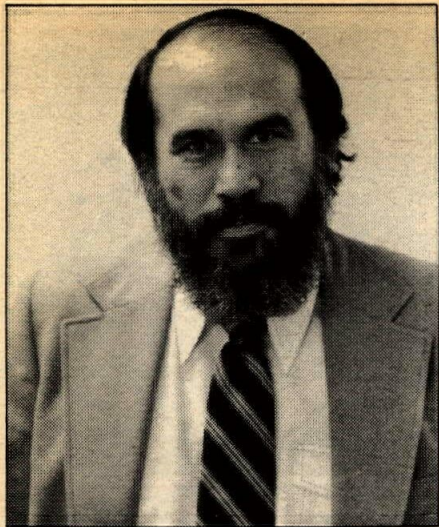
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"Motorcycle people feel like... a racial minority."

(Continued from page 11)

and ORV people feel they are the only people who are being specifically taxed or levied upon to provide real estate and areas for their own recreation. We set up, through the legislature, the ORV registration program which is supposed to take about one-third of the fees and put it into a fund which would provide for acquisition, management and so forth where we were going to be adding, hopefully, to the state park and recreation inventory. A very small amount has been done so far, for the usual reasons, possibly even some of it has been diverted into the general fund or spent in other fashions as we found in part of our scandal of earlier this year. That has turned a number of people off who supported the program we began with. The latest figures show there are more ORV people who have allowed their ORV registrations to lapse than there are currently using them.

RC: Yes, I've heard that. But it's a time lag between the time the money got into the fund and the time it gets spent on the property. And that's really the function of a lousy management system. I'm not just blaming my own department but the fact that there's a very complicated system set up in California, much worse than anyplace I've ever worked. I'm not talking about the cash inflow. I mean from the point you have the dough and get it appropriated, what it takes to get that property purchased and then developed. It's too complicated.

We've got some hearings coming up soon with interim committees of the legislature and I'm hoping to go in and say here's one way you can help us. Cut half the red tape in a situation so we can get it down to two years instead of four. I don't think we should ever get to where we're going in and buying property in the first year. We ought to have a lot of public input into the planning process. In order to protect the public interest and private interest in any of these projects there needs to be a certain amount of time for the condemnation process to be considered before you even go at it. But four years is much too long and there are a lot of sharp speculators around who buy property and then have someone drumming up business at the legislature for them. We have got to put a stop to that and quit having the money eaten up by inflation.

That \$8,000,000 we are having to spend on Hungry Valley is probably worth \$6,000,000 from the year it was conceived.

CN: When your department spends \$8,000,000 on buying a piece of property they don't have to wait until they have \$8,000,000 in the bank before they go out and buy it, do they?

RC: No, we can phase the project but there is a danger in that. I would prefer, if I had my druthers, to have the \$8,000,000 to go out and buy the whole thing at once. What happens is that if you phase it you go in and set the price. Now the state's the only one who will come in and buy your property out in the boondocks for cash. Any real estate developer's going to buy an option as cheaply as he can at as cheap a set price as he can. Then he's going to make some deal to pay you off in 40 years to your benefit and his tax purposes. But we're the only ones standing around with \$8,000,000 in our hands for a given piece of property. So we go in and buy property for cash, set the price, which makes the appraisal then go up on the other properties involved. Then the next year we get another appropriation to go in and buy the next third and say the third year you're in there you're paying sometimes double what you started out with.

CN: So a Hungry Valley would be bought for \$8,000,000 cash?

RC: That's right. But on nature preservation parcels, there are non-profit foundations who will go in ahead of us, without any prompting from us, and buy properties they want in the state parks system. They'll buy them as if they were a real estate developer and get them cheaply, get options on them and so forth. Then they'll talk us into buying them and adding them into the state park system. They come in for the taxpayer at sometimes 10% what we would have to pay if we went through the normal process.

So, maybe it's a good idea to have an ORV trust for land or something, that goes out and makes some of these options and forces the play. It's a much quicker form of acquisition because then you don't have to go through court actions and all that. Besides it's much cheaper. There are people who represent these non-profit organizations who are tax lawyers, stock brokers, people who are volunteering their time, and I'm sure those same kinds of people exist within the motorcycle community, and they go out and convince these property owners that if they will donate the property, or if they'll sell the property at 20% of its value (and there have been some really big things in California done with that. For instance, a \$56,000,000 property purchased for \$6,500,000). The advantage to the property owner is that they get to write it off. It's a gift to a non-profit association. They write it off on their taxes and the association convinces them that in doing so they're going to come out far ahead than if they just held on to the property. You could do the same thing with off-road vehicles and get the park where you wanted it.

CN: With one exception. We're up against the ultra-environmentalists who feel that any deeding of any space anywhere for the use of off-road vehicles is against their interests.

RC: Well, I suggest you play their game then, and go out and buy the property. Because there's still this holiness attached to private property, even though you have zoning and all these other things. You can work through the state and the private sector as well. Personally, from what I can see, the private sector has more success than government does.

CN: In Long Beach here we have Cycle Haven, which is basically a youth oriented mini cycle park. Do you foresee anything in the area of localized urban motorcycle parks?

RC: I can foresee a great hassle over any one of the proposals. But I'd be willing to look at it with an open mind.

With noise levels and regulations being what they are I think it will be a tough go to find an area where it won't be offensive to residents. If the noise level can be dealt with, I can't see any reason for these areas not being closer to home, but I can tell there's going to be a big battle over it. The adverse image of motorcycle racing in neighborhoods is going to cause a lot of problems. It's not an easy question to answer. You have to deal with it on a case-by-case basis.

CN: One question our readers often ask is "How come that guy can ride his horse out there and run me off the trail? He doesn't have to pay nothin' to ride that horse and yet I have to buy a green stickie and pay sales tax."

RC: I don't know if that's fair. I don't know because we don't have many OHV parks, what the fee structure is. Right now the cost of operating the parks in general if you take all the whole mixed bag which is a pretty complicated thing, it's running about 35% of our maintenance and operation costs. We collect 38% of what it costs to operate those parks.

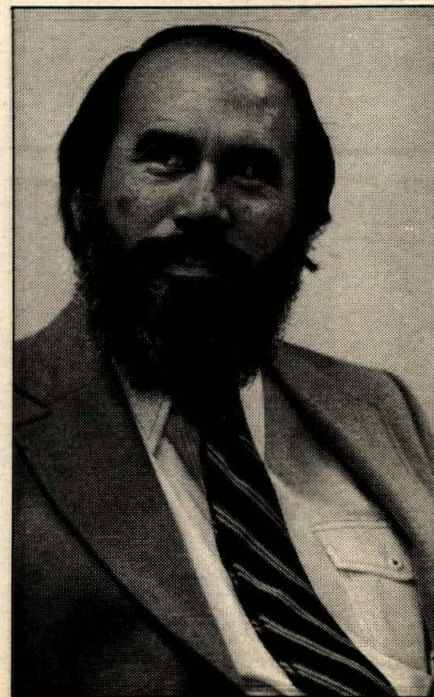
One interesting thing is that we are paying 69¢ per visit right now. That's what it costs to run the state parks system. In 1967 it was 25¢. People are saying, oh it's outrageous when looking at that increase. I pegged it off against the standard inflationary rate that the federal reserve calculates each year and found that we are actually spending less per visit than we were 10 years ago. We are doing it at 23¢ in 1967 dollars instead of 25¢ and I want to go to the legislature right away and ask them for the other two cents.

CN: OK, but how do I answer the people who are complaining that horses can ride in Griffith Park and bikes can't, yet they don't buy licenses or for all we know pay taxes on the darn things either?

RC: I don't know. That's a good point. What they got with the green stickie program was an entry into the system. Before that it was a NO. I think what probably they consider now is that the state isn't saying no, but it's saying maybe and it's been operating very slowly with their particular interests.

CN: We get a lot of letters which in effect say, I've been buying that thing four years now and all I've gotten is a bunch of trouble. Now the cops that chase me are riding Husqvarnas instead of driving cars. And so they say, I'm not going to buy it anymore.

"The green stickie program was an entry into the system. Before that it was a NO."



RC: Well, I'm coming in new on it, but already I can see that the state's appropriated about three or four times the amount of money that's come in from that program. I think the people should be impatient with us but I hope they don't jump off the boat just because the boat's moving slow. I hope to be able to speed it up. If we can get some legislation that will speed up those acquisition and development processes, I would hope I get support from the motorcycle community as well as the bird lovers and all other recreationalists because it's the system that's fouled up. There may be some intent somewhere in the Department of Parks and Recreation against off-road vehicles, but I think basically that would be solved by my being fair with the people who use those vehicles, and then together straightening out this awful system of acquiring property and development.

CN: Once your department starts taking affirmative action, action that can be seen, you will probably see an upsurge in green stickie money.

RC: I think you used an interesting term — affirmative action — because I get a feeling the motorcycle people feel like they are a racial minority as far as outdoor recreation goes, and that may be a valid way to look at it. Affirmative action means you open up the opportunity for the people who do what their preference is. I can't tell you I'm going to be 100% with you, but I'll promise you I'll be up front on the issues and you'll know where I stand on them.

CN: By the way, are you a member of the Sierra Club, Mr. Cahill?

RC: No, and I've never been a member either. I was the second staff member on the President's Council on Environmental Quality, which was formed in 1970. I was staff biologist during the first year. I've been the president of the Conservation Council for Hawaii and the Alaska Conservation Society, both of which are pretty militant environmental groups, but I haven't ever been involved with the Sierra Club.

My background has been in National Parks. I was in charge of law enforcement in Yosemite. I was a park superintendent in Hawaii and in between I was a ranger in two big wilderness parks in Alaska. I ran the Pacific parks system in Alaska for a couple of years. We had conflicts with motorized and non-motorized users (which, by the way, were very well resolved, I thought). The biggest public hearing in the history of Alaska (and this includes the nuclear tests public hearings and the Alaska pipeline) was a hearing held on zoning a half-million acre state park adjacent to half the population of Alaska between motorized and non-motorized unlimited use. There were three TV cameras and about 1,200 people in this enormous auditorium (and that's a large group of people for Alaska, the entire population is less than 500,000). The issue was, should snow machines or should skiers get to use the park? The resolution was skiers got half the watershed and snow machines got the other half, leaving the wilderness open to skiers. Although there was a lot of screaming at the time, it was handled very well. But that's what the public hearing process is all about. People get to get up and have their say. If we don't do that, we don't have a general public hearing process; we have a super-court trial.

One of the crosses you bear in a job like this is you have to go out and hold those meetings to hear what the people have to say. Even if you have to hear the same thing over and over again, it's the only right solution.

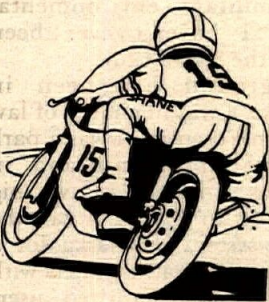
RESULTS



November 16, 1977 CYCLE NEWS

R.A.C.E. MX Corona Raceway Corona, CA Oct. 21 By Elaine Jones

MINI BEG	
John Mazzacane	Yam
Don Sigris	Yam
Mike Biglen	Yam
MINI NOV	
Harley Hall	Suz
Larry Lange	Suz
Jey Sapp	Suz
WOMEN'S DIV	
Yvette Lyle	Suz
Tina Welch	Suz
Carey Steiner	Yam
100 BEG	
Mike Thams	Yam
Todd Huegal	Suz
Tom Carranza	—
100 NOV	
Chris Parker	Hon
Chuck Beck	Suz
125 BEG I	
Tom Grizzle	Yam
Bill Helfrich	Suz
Dave Warrington	Hon
125 BEG II	
Jay Wall	Suz
Paul Larcher	Yam
Brent Fatva	Suz
125 NOV	
David Hulbert	Yam
Dennis Creason	Suz
Todd Schaeffer	Suz
125 INT	
Tim Harris	Yam
Joe Price	Yam
Paul Schreffler	Yam
125 PRO	
Steve Bauer	Suz
Larry Roeseler	Hus
Steve Shippy	Suz
250 BEG	
Tim Netting	Hus
Walt Demyanek	Suz
Ed Garwell	C-A
250 INT	
Barbara Spielman	Hon
Scott Wilkinson	Yam
Tony Feldhaus	Suz
250 PRO	
Goat Breker	Hus
Steve "Moto" Cross	Suz
Mike Jacobs	Suz
500 BEG	
Wayne Gann	Hon
Gerry Steiner	Mai
John Huegal	Yam
500 NOV	
Bob Henry	Yam
Ray Simmons	Suz
Mike Frost	Yam



TROPHY PICKUP



Viewfinders G.P. '77 trophies may be picked up at next 4 Dist. 37 desert races, starting 10-16-77. Call Rick at (213) 443-5093 or Dist. 38 & Orange County call Dick at (714) 963-4721 to make arrangements. (40/6x)

Stump Jumpers-Tug-of-war hare & hound trophies (for 9-11-77 race) pick up at So-Cal Trukey Run Nov. 13, 1977. Thereafter call Kenny at (714) 778-6700 before 6:00 p.m. After 6:00 call (714) 535-5988. (44/3x)

For listing in this department, please mail information with \$1.00 per week that it is to run to: Cycle News Trophy Pickup, Box 498, Long Beach, CA 90801.

Friday Night MX Sacramento Rcw Sacramento, CA Oct. 21 By Sallee Hilton

ATC 90 3 WHEELER STK	
Gaylene Roediger	Hon
Gary Power	Hon
James Ramelli	Hon
ATC 90 3 WHEELER MOD	
Steve Roediger	Hon
Randy Roediger	Hon
MINI NOV	
John Roitinger	Yam
Phillip Saldivar	Suz
Cary Stutters	Yam
MINI INT	
Jeff McCrary	Suz
Lauren Godbee	Suz
Greg Vlahos	Suz
MINI EX	
Steve Vlahos	Suz
Shawn Walkingstick	Yam
100 NOV	
Shawn Walkingstick	Yam
Perry Cole	Suz
Darren Segress	Suz
100 INT	
Bill Ferry	Suz
100 EX	
Jimmy Robertson	Suz
Rick Rogers	Yam
125 NOV I	
Tommy Stover	Suz
Phil Bakarich	Yam
Craig Boling	Suz
125 NOV II	
Marc Howard	Suz
Dan Gilmore	Yam
Vic Lundberg	Suz
125 NOV III	
Paul Orlandi	Hon
Mike McCann	Hon
Troy Burkhardt	Suz
125 INT	
Tony Sauer	Yam
James Hanks	Suz
Dale Hansen	Yam
125 PRO	
David Wood	Suz
Jon Yourd	Yam
Phil Minahan	Suz
250 NOV I	
Rick Laituri	Suz
Jim Stewart	Yam
Mark Palmer	Bul
250 NOV II	
Mark McClendon	Suz
Kevin Walkingstick	Yam
David Cunningham	Suz
250 INT	
Rick Roberts	Suz
250 PRO	
David Wood	Yam
Al Griego	Suz
Jon Yourd	Suz
OPEN NOV	
Pete Yoho	Hus
Scott Murphy	Yam
Ed Gonzalez	Hon
OPEN INT	
Jerry Bland	Yam
OPEN PRO	
George Cheatham	Yam
VET NOV	
Joel Roitinger	Mai
Stan Hart	Hon
Mike McKee	—
VETS INT	
Tom Hintz	—
Loyd Thornburg	Yam
OLD TIMER NOV	
Gordon Miller	Tri
R.A. Nelson	Yam
Billy Hilton	Yam
OLD TIMER INT	
Buel Campbell	Mai

T.T. Scrambles Elsinore Rcw Elsinore, CA Oct. 22 By Andi Gangewer

MINI BEG	
Lee Rosevear	Yam
Susan Mason	Yam
Shan Corder	Yam
MINI NOV	
Greg Nelson	Yam
Roger Thompson	Yam
Tony Harris	Yam
MINI AM/EX	
Ken McIntire	Yam
Curtis Cannon	Yam
MINI NOV II	
Joseph Peterson	Yam
John Pinder	Hon
Jack Cooper	Yam
100 BEG/EX	
Rusty Stewart	Yam
Steve Loomis	—
Jim Harryman	Yam
125 BEG	
Jerry Smith	Suz
Larry Jones	Yam
Sheila Blaird	Hon
250 BEG	
George Tyrels	Suz
Jim Thistle	—
Weldon Campbell	—
125 NOV	
Mario Ayers	Yam
Bob Bweno	Yam
Chris Marrotte	Yam
250 NOV	
Tim Hethcox	Yam
Mark Martensen	Yam

Vince Bunu	Suz
OPEN NOV	
Allen Swett	Hon
Tim Walton	Yam
Craig Dougan	—
SPEC. NOV	
Gordon Loan	Kaw
Vince Bunu	—
Craig Dougan	—
125 AM/EX	
Charles Carroll	Yam
Tommy Walton	Yam
Chris Cannon	Yam
250 AM	
Barry O'Brien	Yam
Bruce Windham	Suz
Chris Cannon	Yam
250 EX	
Joe Steffen	Yam
Dylan Neihart	Yam
Jack Smith	Yam
Greg Vlahos	Yam
OPEN EX	
Mike Montgomery	Yam
Ed Steffen	Yam
Rich Volk	Yam
SPEC. EX	
Joe Steffen	Yam
Bud Wanbaugh	Yam
Rich Volk	Yam

Sand Hill Ranch Marathon Brentwood, CA Oct. 23 By Tom Anderson

100 CLASS	
Eric Lofgrem	Suz
Dan Lofgrem	Hon
Bert Elworthy	—
125 CLASS	
Mitch Lenz	—
King Peters	Hon
Mark Olund	—
Curt Olund	Yam
Don Slaney	—
Phil Rice	Suz
250 CLASS	
Bill Johnson	Yam
Jerry Edie	Yam
Jim Hines	Yam
Mike Gaul	Yam
OPEN CLASS	
John Silva	Yam
Rick Oderio	Yam
Mark Jones	Hus
Larry Gynley	Yam

Sand Hill Ranch MX Brentwood, CA Oct. 21 By Tom Anderson

MINI NOV	
Troy Barbazoto	Yam
Rick Olson	Yam
Brent Davis	Suz
MINI INT	
Jammin John	Suz
100/125 INT	
Rick Kinsey	Hon
Mike Sidow	Yam
Tom Raeth	Yam
125 NOV I	
Stephen Johnson	Yam
Darren Hernandez	Hon
Keith Pantell	—
125 NOV II	
Mark Pantell	Suz
Dave Rodriguez	Suz
Loyd Thornburg	Hon
Art Figaroa	—
250 NOV	
Mickey Lane	Bul
Paul McGranahan	Yam
Art Aorvath	Suz
OPEN NOV	
Pat Lane	Hus
Bill Jones	Yam
Rick Barry	Yam
OPEN EX	
Jim Foley	Yam
Mike Faria	Yam
Steve Marusic	Mai
125 EX	
Bill Johnson	Yam
Jerry Edie	Yam
250 EX	
Jerry Edie	Yam
POWDER PUFF	
Andrea Williams	Hon
OLD TIMERS	
Dick Barry	Yam
VETS INT	
Chuck Watson	Yam
VETS EX	
Jim Hartbauer	Yam
TROPHY DASH	
Mark Pantell	Suz

C.R.C. Team Race Indian Dunes Valencia, CA Oct. 16 By R.A. Dougherty

MINI	
G. Currutt/E. Eckert	—
B. Roberts/S. Kandel	—
T. Bates/C. Harris	—
125 BEG	
J. Kandel/D. Rockel	—
J. Garcia/E. Frakes	—
G. Rogers/D. Rogers	—
125 INT/PRO	
C. Cole/M. Bunty	—
D. Blasky/E. Spafford	—
R. Gladden/J. Boring	—

125 NOV	
M. DosSantos/J. Pfate	—
J. Swanson/R. Dougherty	—
D. DeVines/R. Saulas	—
250 BEG	
A. Sousa/B. Henry	—
B. Beckham/M. Ferro	—
A. Compton/M. Wright	—
250 INT	
B. Burkhardt/D. Athans	—
J. McIntosh/R. Dion	—
250 PRO	
G. Scheidler/C. Warren	—
J. Johnson/J. Tassano	—
D. Draskovich/J. Wilson Jr.	—
OPEN CLASS	
R. Lidyard/J. Brown	—
D. Guin/M. Guin	—
G. Dempsey/R. Gibson	—
125 IRONMEN	
Jerry McDonald	—
Cliff Roberts	—
250/OPEN IRONMEN	
Mark White	—
Dean Taylor	—
Skeet Wyman	—

A.F.M. Road Race Ontario Mtr Spdw Oct. 23 By Jim Lester

50 GRAND PRIX	
Jewel Hendricks	Kre
James Ahrens	Kre
Bob Nolan	Rhi
100 GP	
Darren Penrod	Yam
Mike McAvoy	Kaw
Dave Elliot	Kaw
125 GP	
Jody Nicholas	Hon
Doug Draper	Yam
Bill Brinckerhoff	Yam
200 GP	
Bill McGrill	Bul
Tom Beisheim	C-A
Kevin Burke	C-A
250 GP	
Dave Emde	Yam
Eddie Lawson	Yam
Rudy Galindo	Yam
350/500 GP	
Steve Epstein	Yam
Mike Ross	Yam
Alex Lappe	Yam
OPEN GP	
Dave Emde	Yam
Harry Klinzmann	Yam
Billy Addington	M-G
SIDECARS	
Lougee/	—
Hough	—
Gipe/	—
Essatt	—
Van Orsdale/	—
Thomas	—
125 PROD	
Bill Mullins	C-A
Allen Sherbal	Yam
Tom Burba	Yam
200 PROD	
Leroy Gerke	C-A
Gordon Seim	C-A
John Chermak	Yam
250 PROD	
Gordon Seim	C-A
John Chermak	Yam
John Fleming	Yam
410 PROD	
Alan Gingerelli	Yam
Gennady Liubimsky	Yam
David McClanahan	Yam
550 PROD	
Larry Shultz	Hon
Martin Sachs	Hon
Greg Thompson	Suz
750 PROD	
Rich Cox	Kaw
Gordon Seim	Kaw
Wyman Winn	Suz
OPEN PROD	
Billy Addington	M-G
Thomas Lee	Kaw
Steve Epstein	Kaw
500 SUPERSTREET	
Thomas Ballantyne	Suz
Bill Henry	Yam
Steve Schrader	Hon
OPEN SUPERSTREET	
Dennis Smith	Suz
Billy Addington	M-G
Carry Keoshgerian	Hon
OPEN BOX STOCK	
Chuck Parme	Kaw
Bob Ocano	Duc
Steve McClenon	M-G
675 BOX STOCK	
Jim Davis	Yam
Dave Cannon	Suz
Robert MacCleod	Yam
410 BOX STOCK	
Bob Crossman	Yam
Eric Paloheimo	Yam
Scott Moore	Yam

CMC/DG JR/INT Motocross Saddleback Park Orange, CA Oct. 30 By Patti Trotter

MINI JR	
Kenny Alberd	Suz
Steve Willett	Yam
Randy Itow	Suz
MINI INT	

Ross Klatt	Yam
Andy Orescanin	Suz
Danny Jones	Yam
100 JR	
Jim McCarty	Yam
John White	Suz
Tom Cosley	FW
125 INT	
Rick Johnson	Yam
Alex Downs	Suz
Ted Hoyt	Yam
125 JR	
Vern Butler	Yam
Zach Halopoff	Suz
Dominic Saavedra	Suz
250 INT	
David Behlings	Suz
Danny Dilkey	Yam
Jerry Benson	Suz
250 JR	
Robert Sheldon	Suz
Jack Johnson	Suz
Ray Ramerez	Suz
500 INT	
Dale Lewis	Mai
Jim Williams	Yam
Steve Walker	Yam
500 JR	
Bob Fischer	Suz
Jeff Norman	Yam
Bob Pereira	Mai

CMC Motocross South Bay Prk Spdw Chula Vista, CA Oct. 19 By Chuck Burris

MINI JR	
Terry Murray	Suz
Don Horn	Yam
Gilbert Melzer	RR
MINI EX	
Robert Nolin	Yam
MINI INT	
John Carter	Yam
Kerri Paulsen	Suz
Dan Almond	Suz
POWDER PUFF	
Debbie Brown	Suz
Julie Brown	Suz
Lisa Monoham	Suz
100 JR	
Todd Leser	Suz
Woody Carlson	Yam
John White	Suz
100 INT	
Clint Hardick	Suz
Jeff Almond	Suz
125 PRO	
Randy Hess	FMF
Pete Wankett	Yam
Tony Gomez	Yam
250 INT	
Greg Meyers	Yam
Joe Holt	DG
Scott McGervey	H-D
125 INT	
Rick Johnson	Yam
Doug Lott	Yam
Clint Hardick	Yam
125 JR I	
Dan Worley	PCS
Samuel Sanchez	Suz
Larry Millhone	Suz
125 JR II	
Bill Curran	Yam
Frank Ruff	Suz
Mike Borun	Yam
250 PRO	
Tim Lunde	Yam
Randy Hess	Suz
Abian Lelevier	Mai
500 PRO	
Luke Messer	Mai
Max Maple	Mai
250 JR I	
Tony West	—
Calvin Smalley	Suz
Dale D	Suz
250 JR II	
Robert Stone	Suz
Doug Jennings	Mai
Jack Johnson	Suz
500 INT	
Matt Carter	Yam
Stan King	Suz
Carl Paulsen	Yam
500 JR	
Mark Ogden	Kaw
Jeff Norman	Yam
John White	Suz

Top 20 Dist. 36 Short Track as of Oct. 16 By W.H. Spencer

Rusty Davis	239
Brian Thompson	140
Jeff Haney	114
Kim Jorgensen	106
Jim Filice	89
Ken Gray	88
Alex Jorgensen	87
Mickey Krusemann	85
John Tavis	80
Fenn Pervier	79
Steve Adkins	68
Rick Delacy	60
Don Bailey	57
Lowell Moural	51
Dave Ryan	49
Brian Pecore	44
Chuck Gondala	43
Mike Inderbitzen	41
Keith Day	39
Dave Faria	38

Orland Half-Mile Orland, CA Oct. 16 By W.H. Spencer

80 EX	
Joe Brazil	Suz
80 NOV	
Todd Willaman	Suz
100 EX	
Scott Dickerson	Suz
Jeff Valentine	Yam
100 NOV	
Allen Sample	Suz
125 NOV	
Bruce Smith	Suz
Pat Seigle	Yam
125 JR	
Larry Krusemann	Yam
Wayne Karcich	Yam
250 NOV	
Richie Simpson	C-A
Blair Newell	Yam
Jon Eichelbaugh	Yam
250 JR	
Daryn Spies	Yam
Rick Fodge	Yam
Jeff Atkins	Bul
250 EX	
Brian Thompson	Yam
Rodger Slack	Yam
Rusty Davis	
360 NOV	
Don Holt	Yam
Cliff Adams	Bul
360 JR	
Mike Galbraith	Yam
360 EX	
Jim Mertens	Yam
Rick Delacy	Yam
Jeff Fowler	Hon
500 JR	
Jim Wright	Yam
500 EX	
Rick Eklund	Yam
OPEN EX	
Frank Word	H-D
Buddy Robinson	Yam
Brian Thompson	Tri

RESULTS


**Short Track
Monterey, CA
Oct. 22
By Shar Taber**

PEE WEE	
Danny Cahoon	Ita
Charlie Arthur	Ind
60 NOV/JR	
Eric Mayfield	
Jason Morrison	Hon
Anthony Mitchell	
80 STK NOV	
Terry Rankin	
Ricky Cremona	
Thomas Carriger	
80 MOD NOV	
Allen Silhanek	
Todd Stewart	
Dean Vincelet	Yam
80 MOD JR	
Steve Milton	Yam
Glen Keema	Yam
La Roy De Leon	Yam
80 EX	
Bruce Johnson	Suz
Doug Chandler	Yam
Greg Brewer	Yam
100 NOV	
Mike Arthur	
Kurt Rist	
Steve Milton	
100 EX	
Doug Chandler	Yam
Roger Burditt	
Ronnie Murphy	
BIG BIKES	
100 NOV	
Bobby Nelson	Yam
Charles Jones	Yam
Steve Spenser	Yam
125 NOV	
Stuart McDaniels	Yam
Larry Johnston	Yam
Mike Gohr	Yam
125 JR	
Paul Iwanaga	Suz
Larry Thoele	Kaw
Wayne Busby	C-A
200 NOV	
Jeff Nichols	Yam
John Pack	Bul
Jerry Nielsen	Yam
250 NOV	
Jim Blackwell	C-A
Blair Newell	Yam
Ken Allen	Yam
250 JR	
Jay Ralston	Bul
Tim Busby	Bul
William McDonnell	Bul
250 EX	
Rod Spencer	Yam
Mike Inderbitzin	Yam
Keith Day	Yam
360 NOV	
John Phillips	Yam
Anthony Salomone	Yam
Jerry Gonzales	
360 JR	
Matt Crowley	Bul
Kevin Hugill	Yam
Jack Kline	Yam
360 EX	
Benny King	Yam
Steve Adkins	Bul
Ryan Seidel	Bul
500 NOV	
Kevin Stallcup	Yam
Darrell Hughes	Yam
Tim Etchison	Suz
500 JR	
Butch Fischer	Yam
Wayne Busby	Yam
500 EX	
John Mason	Yam
Rickie Eklund	Yam

**A.M.E. Youth Div
Night MX
Indian Dunes
Valencia, CA
Oct. 28
By Judy Greenberg**

PEE WEE STK	
Danny Lamb	Ind
JR MOD EX	
Buddy Duno	Itj
Eddie Hicks	Itj
Don Feeley	Itj
JR MOD INT	
Carl Tignino	Itj
John Mathews	Itj
Raymond Swearinger	Ind
JR STK INT	
Todd Bess	Itj
Carl Tignino	Itj
Raymond Swearinger	Ind
JR STK JR	
John Mathews	Itj
Jon Benskin	Hon
JR STK BEG	
Marty Rickard	Hon
William Schilling	Hon
Shawn Wickoff	Hon
0-105 MINI OPEN	
Jack Greenberg	Yam
Eddie Green	Yam
Paul Smith	Yam
83 INT	
Jack Greenberg	Yam
Mike Bess	Yam
Eddie Green	Yam
83 MOD JRS 12 & OVER	
Mike Moss	Yam
Steven Sedillo	Suz
Herman Loaiza	Yam
83 STK JRS 12 & OVER	
Daniel Sanchez	Suz

Bobby Simmons	Yam
Roy Gomez	Suz
0-83 MOD JRS 9-11	
Ty Maddux	Suz
Walter Armendariz	Yam
Paul Smith	Yam
83 STK JR 9-11	
Ty Maddux	Suz
Mike Raschke	Yam
Andy Ellis	Suz
83 STK BEG 12 & OVER	
Kurt Guske	Hon
Tom Lauifi	Yam
Robert Gould	Yam
83 STK BEG 9-11	
Rickie James	Yam
Carey Klatt	Suz
Ken Bowen	Yam

**R.A.C.E.
S.T. & Half Mile
Corona Rcwv
Corona, CA
Oct. 26
By Elaine Jones**

SHORT TRACK	
MINI	
Rob Hassay	Yam
Chris Gables	Yam
Roger Grisamore	Yam
125 NOV	
Phil Thorstensen	Suz
Dale Whiteman	Yam
Mack Martinsen	Yam
125 AM/EX	
Bobby Garabedian	Yam
Chris Cannon	Yam
Tommy Walton	Yam
250 NOV	
Bruce Windham	Suz
Norton Graham	Yam
Hondo Long	Mon
250 AM/EX	
Dylan Neihart	Yam
Terry Singleton	Amm
Chris Cannon	Yam
OPEN NOV	
Tim Walton	Yam
Mike Moon	Yam
Bud Wanbaugh	Yam
OPEN AM/EX	
Joel Windham	Yam
Gary Pettis	Bul
John Calicchio	Yam
MONEY	
Eddie Lawson	Yam
Danny Perkins	Yam
Terry Singleton	Amm
HALF MILE	
MINI	
Rob Hassey	Yam
Chris Gables	Yam
Roger Thompson	Yam
125 AM/EX	
Bobby Garabedian	Yam
Mike Redding	Yam
Tommy Walton	Yam
250 NOV	
Mark Martensen	Yam
Hondo Long	Mon
Bruce Windham	Suz
250 AM	
Pete Hames	Yam
Todd Brown	Yam
Darren Hulbert	Yam
250 EX	
Terry Singleton	Amm
Terry Statum	Yam
Scott Dinkins	Yam
OPEN NOV	
Shawn Pettis	Bul
Tim Walton	Yam
Mike Moon	Yam
OPEN AM/EX	
Rich Volk	Yam
Dorothy Rowe	Yam
Joel Windham	Yam
MONEY	
Steve Fortune	H-D
Rich Volk	Yam
Eddie Lawson	Yam

**Short Track
Monterey, CA
Oct. 29
By Shar Taber**

PEE WEE	
Danny Cahoon	Ind
Charlie Arthur	Iti
60 NOV	
Eric Mayfield	Yam
Jason Morrison	Iti
Thomas Carrier	Yam
60 JR	
Guy Hufford	
Kelley Fischer	Yam
Sean Markley	Yam
80 STK NOV/JR	
Frank Martin	Yam
Charles Vorse	Yam
Jim Pettit	Yam
80 MOD NOV	
Kenneth Scott	
Allen Silhanek	
Todd Stewart	
80 MOD JR	
Steven Milton	Yam
LaRoy DeLeon	Yam
Kelley Fischer	Yam
80 EX	
Doug Chandler	Yam
Bruce Johnson	Suz
Jack Barton	Yam
100NOV/JR	
Michael Arthur	Suz
Steven Milton	Suz
Rouke Okeefe	Yam
100 EX	
Doug Chandler	Yam

Ronnie Murphy	Yam
Steve Mason	
BIG BIKES	
125 NOV	
Jeff Nichols	Yam
Charles	Yam
David Campbell	Suz
125 JR	
Rod Cahoon	Yam
Kirk Brewer	Yam
Ron Mayfield	Yam
200 NOV/JR	
Jeff Nichols	Yam
Keith Pemberton	C-A
Allan Halm	C-A
250 NOV	
Jim Blackwell	C-A
Dan Hughes	C-A
Richard Smith	Yam
250 JR	
Jay Ralston	Bul
Richard Matusek	Yam
Dave Gortz	Mon
250 EX	
Randy Bereman	Bul
Keith Day	Yam
Geoffe Lowe	C-A
360 NOV	
John Phillips	Yam
Anthony Salomone	Yam
Ron Eubanks	Yam
500 NOV	
Kevin Stullcup	Yam
Tim Etchison	Suz
Jon Teraji	BSA
500 JR	
Matt Crowley	Bul
Butch Fischer	Yam
Steve Martin	Yam
500 EX	
John Mason	Yam
Benny Kind	Yam
Buddy Robinson	Yam
HIGH POINT SERIES	
MINI BIKES	
PEE WEE	
Danny Cahoon	NOVICE
NOVICE	
Todd Stewart	
Mike Arthur	
EXPERT	
Doug Chandler	
BIG BIKES	
NOVICE	
Kevin Stullcup	
Jay Ralston	
EXPERT	
Rod Spencer	

**A.M.E. Night MX
Indian Dunes
Valencia, CA
Oct. 28
By Lee Taylor**

100 BEG	
Jim Saunders	Suz
Steve Galloway	Yam
125 BEG	
Terry Burk	Yam
Glen Corrales	Suz
Dan Potter	Yam
250 BEG	
Art Gersses	Yam
Mike Conley	Suz
Roger Zenger	Mai
500 BEG	
Greg Smith	CZ
Dennis Smith	Suz
MINI JR	
Don Morrison	Yam
Peter Lepp	Yam
Marc Condon	Suz
100 JR	
Joe DiBernardo	Yam
David Gonzalez	Suz
Duke Wright	Suz
125 JR I	
Pat Carroll	Suz
Rick Miller	Suz
Mike Schu	Suz
125 JR II	
Wayne McKelvey	Yam
Danny Diaz	Suz
Perry Cendro	Suz
125 JR III	
Jeff Nickler	Suz
Rick Campbell	Yam
Steve Silver	Suz
250 JR	
John Casey	Yam
Brad Challman	Suz
Dave Lagala	Mai
500 JR	
Dan Peterson	Yam
J. Douglas	
Brian Schultz	
MINI INT	
Willy Wright	Yam
Jim Coffey	Yam
Tim Shelton	Suz
100 INT	
Jay Rey	Suz
125 INT	
Chris Hackman	Yam
Bobby Ryan	Suz
Bill Recchia	Suz
250 INT	
David Graham	Suz
Pete Snorteland	Suz
Joe Johnson	Yam
500 INT	
Bruce Brotcke	Yam
Russ Ammon	Mai
Alan Root	Mai
MINI EX	
Erik Kehoe	Yam
Randy Harden	Yam
Dan Best	Yam

100 EX	
Mike Nance	Suz
B.J. Lehn	
125 PRO	
Bobby Jones	Suz
Kirk Sturgeon	Suz
Jerry Shore	Suz
250 PRO	
Doug Nicol	Suz
Greg Torgerson	Suz
Rick Cavish	Suz
500 PRO	
Jim Tassano	Mai
Ron Haase	Yam
Dean Taylor	Yam
WOMEN'S DIV	
Chelle Blythe	Hon
Robin Colman	
VETS	
Al Stinebaugh	Suz
Keith Phillips	Suz
Dan Sanchez	Suz

**Old Timer MX
Indian Dunes
Valencia, CA
Oct. 23
By Betty Bird**

MASTER	
Marvin Olson	Mai
Al Denner	Mai
Doug Archibald	Mai
EXPERT	
Ken Williams	Yam
Bill Bird	Yam
Cal Browning	KTM
AMATEUR	
Jerry Scott	Yam
John Webb	Yam
Pete Klassen	Yam
NOVICE	
Larry Smith	Mai
Dave Jensen	
J.D. Bray	

**A.M.A. District 37
Motocross/
Sidehack Divison
Third Qtr Standings**

HVYWEIGHT SIDEHACK PILOTS	
1. Ralph Whitney	112
2. Barton Crandell	61
3. John Sherman	53
4. Paul Melillo	45
5. Norbert Monohan	40
6. Don E. Davis Sr.	21
tie. Jimmy Stevens	21
8. Loreto Masella	15
tie. Dan Rowlan	15
10. Leon VanOrsdale	10
11. Wayne Prescott	6
HVYWGHT. SIDEHACK PASS.	
1. Bob Elliott	68
2. Joe Gardner	60
3. Tony Smith	42
4. Perry Melillo	40
5. Tony Massella	21
tie. Pete Whitney	21
tie. Larry McDaniel	21
8. Bernie J. Thomas	15
LGHTWGHT. SIDEHACK PILOTS	
1. Robert Sanner Sr.	165
2. Ron Hall	55
3. Loren Immken	45
4. Douglas Maloney	21
5. Bernard Glavin	20
6. Gilbert Pagan	15
7. James Milton	10
LGHTWGHT. SIDEHACK PASS.	
1. Charles Sanner	184
2. Joseph Denton III	25
3. Gary Milton	21
4. John Thatcher	15
CLUBS	
1. So. CA. Sidehack Assoc.	695
2. Dirt Diggers M.C.	60
3. So. Cal M.C.	55
4. San Gabriel Valley M.C.	30
5. San Bernardino Villy MC	21
125cc	
1. Rodney	360
2. Dennis Vetter	235
3. Mark Barnes	230
4. Louis O. Darling Jr.	145
tie. Sam Goldsmith	145
6. Mike Sudberry	125
7. John Kubat	100
8. Danny Sanchez	80
9. Kin Bates	70
10. Ken Krause	65
11. Juan Gallinger	60
12. Steven C. Coutts	40
tie. Rho Helms	40
tie. Mark MacFarlane	40
15. Joey Stockel	39
CLUBS	
1. Viewfinders M.C.	382
2. End Does M.C.	72
3. Anaheim Hisiders	60
4. Simi Valley M.C.	26
5. Sunland Shamrocks	6
250cc	
1. Fred Griego	310
2. Danny Sanchez	270
3. Jim Turner	130
4. Howard Chales Meyer	105
5. Tim Welker	95
6. Eddie Gonzales	90
7. Wayne Martin	85
8. Jack Pritchard	80
9. Robbie Brand	70
tie. Eric Jensen	70
11. Tom Dolton	65
tie. Brad Anderson	65
13. Dave Phillips	50
14. Richard Hernandez	49
15. Steven B. Davis	45

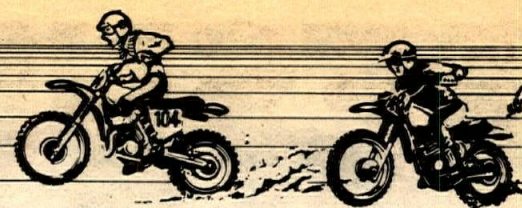
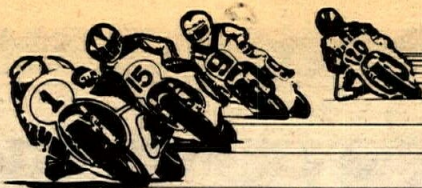
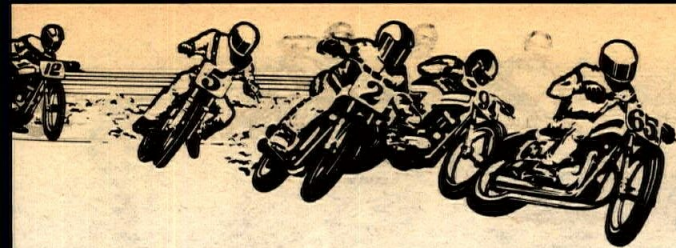
CLUBS	
1. San Bernardino M.C.	105
2. Gripsters M.C.	95
3. Sunland Shamrocks	80
4. Invaders M.C.	50
5. Simi Valley M.C.	30
6. Viewfinders M.C.	10
7. Santa Barbara Starters	8
8. Over the Hill Gang	5

OPEN	
1. Mark Barnes	290
2. Eddie Gonzales	205
3. Allen Stinebaugh	170
4. Jim Turner	150
5. Andy Bolander	140
6. Gregg Humber	110
7. Craig Adams	90
tie. Wayne Martin	90
9. John Townsend	80
tie. Jack Stonesifer	80
11. Jeffrey L. Gilbert	64
12. Chuck Pettigrew	60
13. Bill McInnes	59
14. Tom Vetter	52
15. Randy Silicato	45
tie. Kirk Harris	45

CLUBS	
1. Viewfinders M.C.	351
2. Double Crossers M.C.	80
3. End Does M.C.	68
4. Santa Barbara Strters MC	58
5. Dirt Diggers M.C.	38
6. Berm Busters	35
7. United Enduro Assoc.	15
8. Gripsters M.C.	13

**A.M.E. MX
Sprockets Park
Bakersfield, CA
Oct. 30
By Lee Taylor**

MINI 50 BEG	
Bob Nolan	Hon
Johnny Hoffman	Hon
Erik Brown	Hon
PEE WEE	
Warren Provost	Itj
125 BEG	
Lane Horton	Suz
Bee Coy Jr.	Suz
Mike McLeod	Hon
250 BEG	
Clark Deatherage	Suz
Robert Hixson	C-A
500 BEG	
Wayne Cagle	Yam
Robert Turner	Mai
Clifford Stock	Hus
MINI JR	
Chris McCauley	Suz
Alan Dryden	Suz
Todd Hovater	Suz
100 JR	
Jeff Hewitt	Suz
Steve Hulse	Suz
Brett Stocktan	Suz
125 JR I	
Mike Gary	Yam
Dale Hamon	Yam
Robbie McCann	Yam
125 JR II	
Steve Leonard	Suz
Barry Chandler	Suz
Bill Noland	Suz
250 JR	
Jay McDonald	Suz
Stacy Magorian	Hon
Brian Branson	Suz
500 JR	
Kent Bowser	Yam
John Wozniak	
MINI INT	
Jim Coffey	Yam
Steve Wilham	Yam
100 INT	
Mike Yafchak	Yam
125 INT	
Mike Willis	Suz
Gary Jones	Suz
Rob Abernathy	Hon
250 INT	
Wally Koch	Suz
Mike Bosworth	C-A
Mike Lopez	Suz
500 INT	
Bryan Kennedy	Yam
MINI EX	
Erik Kehoe	Yam
Randy Harden	Yam
MINI 15 & OVER	
Chuck Kibbee	Hon
100 EX	
Mike Nance	Suz
125 PRO	
Willy Simons	Yam
Jerry Shore	Suz



Kurt Sofka C-A
OPEN NOV Yam
Perry Ziino Mai
Joe Collins Suz
Brian Russell Suz
OPEN INT
Karl Wilson Suz
Larkin Wight Yam
Wayne Dohrman Yam
OPEN EX
Steve Russell
Jeff Browning CSC
Jeff Witherell Mai

**Las Vegas MX Club
Williams Rcwv
Las Vegas, NV
Oct. 23**

125 AM
David McDonald
David Hunter Acc
Randy Honeycutt YZ
125 NOV
Tom Siefman Yam
Daryl Plumleigh Yam
Scott Dingle Suz
125 EX
Kevin Steele Suz
Troy Fitch Yam
Joey Dee Suz
100 EX
Rick Angelo Exp
Charlie Walsh RM
Steve McLaughlin RM
250 EX
Mike Hines Mai
Tony Brunetti Yam
Mark Causey Yam
MINI NOV
Mark Russel Acc
Joe Weber Yam
Danny Encinias YZ
MINI AM
Mike Heers Acc
Robbie Wendt Ste
Nino Buttlerowe Acc
MINI EX
Mike Murray Suz
Wayne Arnold Suz
Neal Malory Yam

**Boss CMC Semi
Pro MX
Argyll Park
Dixon, CA
Oct. 30
By Sallee Hilton**

OLD TIMER NOV
Bill Landers Bul
Vern Wood Yam
Bill Frakes Suz
VETS NOV
Jim Thomas KTM
Merrill Rempfer KTM
Allen Bray Hus
O.T./VETS INT
John Linbarger C-A
Fred Cameron Pen
Vernon Howell Tri
O.T./VET EX
Al Baumann KTM
Steve Machado Yam
Bill Mooney CZ
MINI NOV
Cary Stutters Yam
Mark Roland Yam
Bob Sisco Suz
MINI INT
Curt Carlozzo Yam
Greg Van Dusen Suz
Phillip Saldivar Suz
MINI EX
Cory Cantaloupi Yam
WOMEN'S DIV
Vickie De Vaughn Yam
Nina Bevilacqua Yam
Kathy Holman Suz
100 NOV
Mike Mulcahy Suz
Ed Minton Suz
Gene Franklin Suz
100 INT
Donnie Thornton Suz
100 EX
Mike R Suz
125 NOV
Scott Stanley Suz
Bill Carlson Suz
Michael Petrunt Suz
125 INT
Nick Jesus Suz
Mark Ferguson Yam
Scott Rebeck Yam
125 EX
Donnie Cantaloupi Yam
Michael Preston Suz
Danny Dennis Yam
250 NOV
Martin Smith Hus
Rick Laituri Suz
Dennis Krumpelmann Suz
250 INT
Doug McRae Yam
William Hill KTM
Joe Gambroni Mai
250 EX
Donnie Cantaloupi Yam
David Wood Yam
John Minor
OPEN NOV
Jeff Holman Hon
David Scholsser Hus
Ray Searls Mai
OPEN INT
Mike James Yam
Al Baumann KTM

Bill Carlson KTM
OPEN EX
Jim Inglebright Mai
Rick Timossi C-A
Jeff Loff Hus

**Cycle Haven
Terminal Island, CA
Oct. 22
Ann Johnson**

PROS
Jason Yodogawa DMG
Dennis Gilmore Suz
Ray Ramirez Suz
250 BEG
Tom Bridgeford Yam
Brian Moore Yam
Marlo Fernandez CZ
250 JR
George Wagner Yam
Clark Wilson Mai
Michael Dreiger Suz
250 INT
Ron Kupke Mon
Mike Foley Mai
125 BEG I
Rick Bradshaw Hon
Jerry Zimmer Suz
Walt Glowac Yam
125 BEG II
Joe Manzanarez Suz
David Bradshaw Hon
Grady Staples Suz
125 JR
Mike Osenbaugh Yam
Louie Hernandez Hon
David Lopez Suz
100 BEG
Lyle Okada Hon
Mike Schriaffer Suz
MINI BEG I
Duane Summer Yam
Albert Godinez Yam
Don Butts Yam
MINI BEG II
Ted Knipe Yam
Mike English Yam
Richard Grijalva FMF
MINI JR
Ron Slavens Hon
Mark Osenbaugh Yam
Conrad Ormectin Yam
MINI MINI
Newton Acevedo Hon
Steve Butts Hon
Frank Magnetti Hon

**Lodi Rough
Scrambles
Oct. 29
By Ann Carr**

MINIS
100 EX
Tracy Hays Suz
100 NOV/JR
Jimmy Womack Suz
80 EX
Tracy Hays Suz
Joe Brazil Suz
Chris Carr Yam
80 JR
Randy Lagomarsino Suz
Tommy Knight Suz
80 NOV
George Edwards Suz
Kevin Snyder Yam
60 NOV/JR
Jay Chadwick Hon
MAXIS
100 NOV
Mark Andris Suz
125 NOV
Billy Richina Hon
Paul Ares Yam
125 JR
David West Suz
200 NOV
Brian Estes Yam
250 NOV
Troy Graham Yam
Mark Andris C-A
250 JR
Brad Summers C-A
Ed Brown C-A
250 EX
Dennis Spence C-A
Dennis Davis Yam
360 NOV
Jace Carter Hon
500 NOV
Dave Cabrera Yam
James Wilder Yam
500 JR
Ed Brown Suz
Tom Knight Suz
500 EX
Jeff Haney Yam
Dennis Spence Yam
ALDTIMERS
Harold Buckley Yam
Sam West Yam

**Pioneer Rough
Scrambles
Oakdale, CA
Oct. 30
By Ann Carr**

MINIS
100 EX
Doug Chandler Yam
Randy Rose Yam
Danny Moore Yam
80 EX
Tracy Hays Suz

Billy Arbogast Yam
Joe Brazil Suz
80-100 JR
Jimm Womack Suz
LaRoy DeLeon Suz
Jeff Tillery Suz
80 NOV
Steve Delay Suz
Brian Sansing Suz
MAXIS
100 NOV
Larry Winfield Suz
Dave Houser Suz
125 NOV
Jeff Mason Yam
Jim Cunningham Yam
Terry Lewis Suz
125 JR
Dale Hansen Yam
Brad Summers Suz
Scott Baker Yam
125 EX
Mitch Davidson Yam
Ken Strait Yam
200 NOV
Tim Adams Suz
Mark Dostal Car
250 NOV
Rick Rogers KTM
Troy Graham Yam
Dale Hines Yam
250 JR
Brad Summers C-A
Kirk Brewer Yam
250 EX
Dennis Davis Yam
Dennis Spence C-A
500 NOV
Mike Jurgens Yam
Marshall cook Mai
Mike Driver Yam
500 JR
Jim Felice Yam
Jimmy Smith Suz
500 EX
Ted Davidson Yam
Dallas Davis Yam
Craig Scroggins Car
KIND OF THE POND
Ted Davidson Yam
Craig Scroggins Car

**ZAP/CMC Semi
Pro Motocross
Carnegie Park
Livermore, CA
Oct. 30**

MINI NOV
Mike Randall Suz
Mark Hawarth Suz
Mitch Hatchenberg Suz
MINI INT
Gary Hutto Yam
Bill Green Yam
100 NOV
Randy Mano Suz
Joseph Vasquez Suz
100 INT
Mike Sprenger Suz
O.T.
Fred Wilcox Yam
Joe Hatchenberg Suz
VETS
John Herold Mai
Helmut Zarth Mai
John Silva Yam
125 BEG
Rodney Pimentel Yam
Larry Cionin Suz
John Ruple Suz
250 BEG
Rocky Pimentel Yam
Mark Mellander Yam
Bill Balestreni CZ
125 NOV
John Gardner Yam
John Mercurio Suz
Doug Dewitt Yam
250 NOV
Steve Ortiz Suz
Brett Preble Yam
Rick Cassidy Hus
OPEN NOV
Helmut Zarth Mai
Mark Fickas Yam
Irving Achziger Suz
125 INT
Zachary Fust Suz
Mark Seele Suz
Barry Velasco Suz
250 INT
Paul Ryan Bul
Curt Hansen Yam
Gary Pimentel Mai
OPEN INT
Tom Ross Hus
Charles Heatings Bul
Rod Hines Bul
125 EX
David Woodal Suz
Troy Werner Suz
OPEN EX
Randy Okada Suz
Mark Gardner Mai
Steve Marusic Mai

**SRA State Champ.
Series #3
CARlsbad, CA
Oct. 30
By Sue Senn**

OPEN
Craig Adams KTM
Don Glover Yam
Jim Decker Yam
NOV. OPEN

Bob Vasquez
Terry Nichols
Rick Haag
BEG OPEN
Henry Skibo
Mike Mathes
Peter Corrao
SENIORS
W.C. Thornton Suz
George Erl Hus
Dave Crofoot Suz
SR. NOV
Gary Deckert
Harold Soens
Wayne Halverson
SR. BEG
Barry Johnson
Pat Connolly
Bob Sullivan
201-250
Loren Hall Mon
Allen Sine
Brad McLeod
201-250 NOV
Jerri Maquis
Dave Wentz
Ralph Mendenhall
201-250 BEG
David Sitton
George Ehrman
Paul Huffman
81-200
Mike Monaghan Hus
Jim Odle Suz
Jerry Trimble
81-200 NOV
Brad Nevins
Vanya Samarin
Steve Miranda
81-200 BEG
Joe Bonetti
Jessie Harmon
Ron Jared
MINI
Mike Nixon Yam
Kevin Senn Yam
Howard Henderson Yam
MINI BEG
John Henderson
Brad Miller
Howard Birch

**Medford MX Park
Medford, OR
Oct. 30
By Ron Lee**

50 MINI BEG
Dale Sanger HJ
MINI JR
Ron Lee Suz
Shon Hart Yam
Todd Criswell Yam
MINI EX
Tracy Cole Yam
Rick Lee Yam
100 KIDS
Rex Hasket Suz
Greg Rupert Yam
Gary Clause Hon
125 JR "A"
Rod Huffman RM
Mike Menne KTM
Gary Johnson Yam
125 JR "B"
Ken Skou Hus
Randy Pikaerik Yam
Dray Ellison Yam
125 EX
Mike Johnsen Hus
Treve McReynolds Yam
Rick Bradley Yam
250 JR
John Roberts Yam
Joe Diltz Suz
Rod Greb Bul
250 EX
Larry Hooper Mai
Ray Price Yam
Bob Connors C-A
OPEN
Ron Haskett Yam
Clark Gardner Yam
John Roberts Yam



**National Numbers
AMA Motocross
Westerville, OH
Oct. 27**

- Marty Smith (500cc) 223
- Tony DiStefano (250cc) 295
- Broc Glover (125cc) 240
- Bob Hannah 578
- Marty Smith 484
- Danny LaPorte 466
- Tony DiStefano 452
- Kent Howerton 362
- Tommy Croft 347
- Chuck Sun 339
- Steve Stackable 325
- Jim Pomeroy 323
- Gary Semics 274
- Gaylon Mosier 248
- Broc Glover 240
- Rick Burgett 228
- Warren Reid 212
- Rex Staten 200
- Jim Weinert 198
- Jim Ellis 188
- Mickey Boone 187
- Rich Eierstedt 162
- Steve Wise 158
- Mike Kessler 148
- Bill Grossi 143
- Mark Barnett 135
- Pat Richter 128
- Gary Ogden 120
- Marty Trips 99
- Pat Moroney 80
- Mike Guerra 73
- Arlo Englund 73
- Arlo Englund 70
- John Savitski 70
- Bill Joyce 68
- Denny Swartz 63
- Pierre Karsmakers 57
- Jeff Jennings 49
- Parry Klassen 46
- Dan Turner 45
- Peter Wanket 43
- Mike Bell 40
- Frank Stacy 40
- Anthony Wanket 40
- Mike Jones 39
- Ron Turner 38
- Terry Clark 34
- Jack Keese 33
- Greg Theiss 29
- Wayne Boyer 25
- Furman Gray 22
- Don Kudalski 22
- Gary Racca 20
- Brian Myerscrough 19
- Danny Weir 18
- Monte Anderson 18
- Gary Jones 18
- Mark Rakestraw 17
- Steve Rhyon 15
- John Joyner 15
- Ken Zahrt 14
- Tod Perkins 14
- Randy Shekell 14
- Tony Summey 14
- Barry Duncan 14
- Danny Chandler 13
- Charles Halcomb 11
- Gene McCay 11
- David Bowman 11
- Mark Robillard 11
- Jimmy Martin 11
- Eddie Cole 11
- Richard Young 10
- Glen Johnson 10
- John Hess 10
- Dennis Brand 9
- Donnie Cantaloupi 9
- Randall Tarter 9
- Bob Collie 9
- Phil Crane 8
- Greg Robertson 8
- Rick Gage 7
- Roger Brown 7
- Bill Keese 7
- John Atwood 6
- Joseph Gretchen 6
- Kenneth Adams 6
- Mark Gambetta 5
- David Taylor 5
- Pat Wilson 5
- Scott Lester 5
- Scott Logston 5
- Wayne Welzien 5
- DeWitt Knox 4
- David Boles 3
- Eugene McKenzie 3
- John Hateley 3
- Jim Turner 3
- John Calathes 3
- Roger Jones 3
- Paul Turner 3
- John Ayers 2

CALENDAR

Tuesday

RICHMOND RAMBLERS MINI BIKE G.P.

Qualifying every Tues. until Nov. 18 G.P., top qualifying riders race against Nationally ranked 'crossers. Bikes must be 100cc or less, 17" wheel limit. 12669 San Pablo Ave., Richmond, CA. 94805. 415/235-7322.

Wednesday

NIGHT MOTOCROSS

Petaluma Spdwy., Hwy 101 to Washing St. turnoff, Petaluma, CA. AMA, D-36 rules. Entry \$7, Ex. \$10. 100% Ex. p.b. Gates open 4:30 p.m., prac. 6, race 7. 707/763-7121, 763-2911.

Thursday

CMC NIGHT MX

Portland International Rcw., Portland OR. I-5 N to Delta Pk. exit. Mini through Open classes. 100% Pro p.b., 30% trophies. P.O. Box 17010, Portland, OR 97206. 503/285-6635. Thru Oct. 6.

ROUGH SCRAMBLES

Sacramento Rcw., Hwy. 16, S of Mather AFB. Gates open 6 p.m. Entry \$5, spec. \$2.50. Minis and up. 916/362-2653.

Friday

AME NITE MX

Indian Dunes, Valencia, CA. Prac. 7 pm, race 8. Post entry only, \$6, Pros \$10. 100% p.b. to Pros, 30% trophies. med. covg. 213/881-5778.

KCIR MOTOCROSS

Kansas City, KS 816/358-3700, 796-4157.

R.A.C.E. MX

Corona Rcw., Hwy. 91 & Buchanon, Corona, CA. Mini thru Open, 100% p.b. to Ex. 714/689-1913, 735-1705.

D-36 TT SCRAMBLES

Lodi Cycle Bowl, Lodi, CA. Gates open 5 pm, prac 5:30-7:30 race 8. Mini thru Open classes. Entry \$4. Class "C" traction only. No camping. 209/368-7182.

SHR MX

Sand Hill Ranch, corner Camino Diablo & Vasco Rd. All Classes. 100% P.P., Mini, 100% Ex. 30% p.b. Entry \$8. Rt. 2 Box 143C Brentwood. 415/634-3328 or 634-1667.

AME MINICROSS

Indian Dunes, Valencia, CA. Mini track. All classes, Pee Wee thru 105cc, 33% brass. Prac. 7 pm, race. Entry \$6, memb. requ'd., \$8. \$4000 med. cov. 213/881-5778.

Saturday

TT/SHORT TRACK

Perris Rcw., on Hwy. 74 off Ellis Ave., 1/4 mi. west side, Perris, CA. Gate opens 5 pm, sign up 6:30, prac. 6:30, race 7:30. All classes, Beg. thru Ex. Gate admission \$3, post entry \$5. 30% brass. 714/960-2501.

MOTOCROSS

Canyon Raceway, Phoenix,

on Carefree Hwy. 5 1/2 mi. Gates open 5 p.m., prac 6, race 7:30. 602/992-0359.

TT SCRAMBLES

Elsinore Rcw., Hwy. 71 at Lagonia Ave., Elsinore, CA. Sign up 6 pm, prac 7, race 8. Gate \$2, race \$3. 20% brass. Clubs and Groups welcome, ride won class. Beg. thru Ex. 714/674-5383, 826-2386.

SADDLEBACK SATURDAY MX

Saddleback Pk., Orange, CA. Gate opens 7:30 am, prac. 8-8:30, race 9. Pros race 40 min, others 39 min. Entry \$8, Pros \$13. No membership or mail entry req'd. 33.33% trophies. 714/495-4771.

Sunday

SPEEDWAY PRACTICE

Elsinore Rcw., Hwy 71 at Lagonia, Elsinore CA. New track. 714/674-5383, 826-2386.

CMC MOTOCROSS

Jh'ont motocross at Freemont Rcw. H-17 to Durham Rd. Freemont, CA. All classes. 30% trophies, 150% pro p.b. Entry Pro \$15, \$9 others. \$100 expert King Hill, \$50 mini King Hill. New track. 1349 LaBella, Sunnyvale, CA 94087. Free over night camping. 408/733-9545.

November 10-12

SCORE BAJA 1000KM

Ensenada, B.C., Mexico. 600 mi. race utilizing International course. Tech Thurs., race Fri., awards Sat. 125, 250, Open and Over 38 classes. SCORE International, 20944 Sherman Way, Suite 115, 91303. 213/999-2250.

November 11

BOSS/CMC NIGHT MX CHAMPIONSHIP SERIES

Sacramento Rcw. Jackson Hwy. to Excelsior, L. to track. All classes. 100% p.b., series trophies. \$150 to top series Pro, \$100 to second, \$50 to third. Also Wheelie Contest. Entry \$8, \$15 pro. 916/635-5240.

SAN BERNARDINO INDOOR M/C SWAPMEET.

National Orange Showgrounds, San Bernardino. 6 p.m. to 11 p.m. Admission \$2, under 12 free. 213/588-1616.

SPEEDWAY

Ascot Park, Gardena, CA. Open 1/2 mi. Oval. P.O. Box 98, Gardena, CA 90247. 213/321-1100. 323-1142.

November 12

STADIUM SUPERCROSS

Anaheim Stadium, anaheim, CA. Final race of 1977 Supercross Series. AMA/FIM sanct. Tickets: \$15, Cocktail Club, \$12 VIP, \$8 race level, \$5 children under 12. American Motocross, P.O. Box 4021, anaheim, CA 92803. 714/635-5000.

CRC MOTOCROSS SCHOOL

395 Cycle Park, Adelanto, CA. George Spellman to coach as well as other top expert riders. Entry \$10, over night camping. 714/887-1556.

AMA SHORT TRACK

Freemont Rcw. H-17 at Durham Rd. All classes. Amateur purse. Entry \$4 14978 McVay, San Jose, CA 95127. 408/923-4613.

November 13

ZAP/CMC MOTOCROSS

Carnegie Cycle Park, Livermore, CA. All classes. 100 thru Open Nov. & Beg. Sign up 7 a.m. prac, 8, race 9. All 125 thru Open Int. & Pro sign-up by noon, race after a.m. races. 30% trophies, 100% p.b. Entry \$9, \$15 Pro. Free Overnight camping. P.O. Box 1216 Pacifica, CA 94044. 415/335-4760, 355-6546.

O.M.R.A. CASCADE 150

20 mi. E of Bend, OR, just off H-20. All classes, Trail, O.T. & P.P. 30% trophies to Am., 50% trophies to Ex. Free T-shirt, O.D.R.A. points. Entry \$10. Race 10 a.m., 2 laps on 75 mi. course. P.O. Box 11, Bend, OR 97701. 503/389-3795.

B.O.S.S./CMC MOTOCROSS

Helvetia Park, West Sacramento, CA. All classes. Entry \$9, Pro \$15. 100% p.b. to Pros, 30% trophies. Nov & Minis race a.m., Int., Pros, O.T., Vets in p.m. Free camping, swimming. 916/635-5240.

PHOENIX GRAND PRIX

Phoenix International Raceway, AZ 125 thru Open & Womens Classes. Participation and Finisher pins, Stickies. All races 100 mi. thru Asphalt, dez., MX, water and sand. Entry \$16, Post \$25. 602/263-5082, 945-5000.

MOTOCROSS

Williams Rcw., Nellis Track. Mini Pro Series. All classes and bike sizes. Sign up 7 am, prac. 8, race 9. Las Vegas MX Club, 560 E. St. Louis, Las Vegas, NV 89104. 702/734-6703.

CRC ROAD RUNNER ENDURO

Charlie's Plac, Red Mtn., CA. A,B, & C classes. Trophies. Mail Entry \$10 & 2 SASE. Post \$13. 2x35 mi. loops, 1st easy, 2nd challenging. Special 5-man team challenge. CRC, 7601 Arlington Ave., Riverside, CA 92503. 714/689-6114.

TURKEY SHOOT FAMILY

ENDURO Johnson Valley, Soggy Dry Lake, CA. 90 miles in 3 fun loops. Pomona Valley Desert Riders PPO. Box 282 Montclair, CA 91763.

MVMC MOTOCROSS

DeAnza Cycle Park, Sunnymead, CA. 10 mi. east of Riverside on Hwy. 60, take Theodore off-ramp. All classes. 714/653-2633, 735-1301.

AMA D-36 HILLCLIMB

Hollister Hills R.V. Park, CA. Cienega Rd. 6 mi. S of Hollister, Lined from H-25 in Hollister. Entry \$2. Two exhibition classes, fuel and chains. Campbell M.C. 645 Benton St. Santa Clara, CA 95050. 408/241-6443.

AMA D-37 HARE & HOUND

Hwy. 395 @ Olancho, CA. All desert classes. D-37 points. Finisher Pins. Entry \$9. Rescue 3. 33rd Annual Turkey Run of So. Cal M.C. 213/361-8530, 372-2266. Sta. special kids day at 2 p.m. Fun & games for all ages to 13 yrs. No Cycles!

AME \$1000 125cc PRO/MX

Indian Dunes, Valencia, CA. Intl. Track, gates open 7 prac. 8, race 9. Entry 125 Pros. \$20 mail, \$30 post (pd 1st to 10th place). 250/500 Pros \$12 mail, \$15 post. Sptsrmn. \$8 mail, \$10 post; 40% brass sptsrmn. med cov; memb req'd. Mail entry deadline Nov. 11, AME P.O. Box 1421, Reseda, CA 91335. 213/881-5778.

MOTORCYCLE RALLYE CLUB SUNRISER

Woodley Ave. Park, CA. Located 1/2 mi. No. of Burbank Blvd., just W of San Diego Fwy, in Sepulveda. All needed is a freeway-legal bike, readable watch, pens or pencils. Trophies. Entry \$4, \$5 post. Poker run. 6550 Nevada Ave., Canoga Park, CA 91303. 213/893-8653, 342-1649, 346-2029.

FREE CALENDAR LISTING

All events must be received by noon Thursday to appear in the upcoming week's Cycle News. No listings can be accepted by phone. Fill out blank at right and mail to: Cycle News CALENDAR, P.O. Box 498, Long Beach, Ca. 90801.

You must fill out this form complete with your name and phone number (so we can check back with you) and mail it in plenty of time for it to reach us by noon Thursday, in order for it to

appear in the next week's Calendar section. The more weeks it runs, the better you look — so get it in early! No phone calls, please. We can only guarantee accuracy on items we get in writing.

Date of Event

Time of event

Type of event (TT, MX, Enduro, etc.)

Entry fee

Sanction

Location

Mailing address

How to get there

Additional information

Your name

Number to call for info
(with area code)

CRC MOTOCROSS
395 Cycle Park, Adelanto, CA.
2 motos; cash for Pros, 30% trophies for Sptsmn. Entry \$7 Sptsmn., \$12 Pros, non-memb. add \$2. Gates open 7 a.m., prac. 8, race 9:30. O/N camping. 714/689-6114, days.

GRAND PRIX
Phx. Intl. Raceway. US 80 & 115th Ave. W. of Phx. 125, 250, Open, Sidecars, Ladies and Senior (35 & up) Classes. \$16 entry. 8302 E. Camelback, Scottsdale, AZ. Suz MC 603/945-4433.

SPEEDWAY
Elsinore Rcw., Elsinore, CA. Beg., Div. 3 ride for trophies, 100% p.b. to Div. 2. Open prac. afterwards. 714/826-2386, 674-5383.

ENDURO
TERA, Tulsa, OK. Black Jack Enduro Circuit. Rt. 1, Box 78, Cleveland, OK. 918/749-3391, 243-7210.

AMA SEMI-PRO MX
Marysville, Ca. Under "E" St. Bridge. Over levee on Shad Rd. at S.E. end of "E" St. Bridge. All Classes. 100% purse. \$8 Entry, \$15 pros. 2113 Paseo Ave., Live Oak, Ca. 916/695-2727 or 695-2088.

GRAND PRIX
Phx. Intl. Raceway. US 80 & 115th Ave. W. of Phx. 125, 250, Open, Sidecars, Ladies and Senior (35 & up) classes. \$16 entry. 8302 E. Camelback, Scottsdale, AZ. Sun MC, 603/945-4433.

MOTOCROSS
Williams Rcw., Nellis Track. Mini Pro Series. All classes and bike sizes. Sign up 7 am, prac. 8 race 9. Las Vegas MX Club, 560 E. St. Louis, Las Vegas, NV 89104. 702/734-6703.

EARTH TRIALS
Frank Raines Park. All classes. Entry \$3, Non-Memb. \$6. Start 9 a.m. East Bay P.I.T.S.

D-36 SEMI-PRO MOTOCROSS
T-CAR Speedway, Carson City, Nev. All Classes. Trophies, 100% Pro p.b. Entry \$9, \$15 Pros. Sign-up 6:30 a.m., Prac. 7:30, Race 9. 702/882-6883, 673-4908.

TT SCRAMBLES
Sidewinder Speedway, 6 mi. E. of Kingham, AZ. Access at Airport underpass. All classes. Ex. P.B. Entry \$5, \$7 Pro. Gates \$1. Sign up 9 am, Prac 11, race noon. Box 408 Kingham, AZ. 86401. 602/753-6470.

D-36 HARE SCRAMBLES
Shaad's Resort — Lined from Jackson. H-88, 25 mi. E. of West Point, CA. All 125/200/250/Open/ & OT Classes. Entry \$12. 9487 Deanna Ave. Orangevale, CA 95662. Post Entry \$20. Polka Dots M/C. 916/988-6090.

MOTOCROSS
Broken Bow MX Park, Oklahoma. 6 mi. E. of Broken Bow on H-70, S. at Exxon Station, fallow signs. Am & Int. Classes. Pot Money Race. Entry \$5. Rt. 1 Box 216-A Broken Bow, Okla. 74728. 918/584-6876.

AME MINICROSS
Indian Dunes, Valencia, CA. Mini Track. All Classes, Pee Wee thru 105cc. 33% trophies. Prac. 8, race 9 a.m. Entry \$7, membership req'd. 213/881-5778.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of Decatur 7 mi. on 287-81, exit Mt. Zion Rd., follow signs 3 mi. to track. \$705 guaranteed purse or 50% of gate in bad weather. Entry: \$5 Nov, Mini, OT; \$6 Int; \$8 Ex. Rt. 1, Box 71, Alvord, TX 76225. 817/427-2665.

AME MOTOCROSS
Saddleback Park, Orange, CA. Gate open 7:30, prac. 8-9, race 9:30. No mail entry. \$7/\$12 post. \$2 xtra non-memb. 30% brass. 100% Pro p.b. 714/541-9439.

INDIAN SUMMER TRIALS
Dugas, AZ. A & B Classes, Entry \$6, CAT \$4, SATA \$4. A & B start 1:30 p.m. Sign in 8 a.m., start 10 a.m. 602/992-6169

D&C \$1000 MOTOCROSS
Sand Hill Ranch, corner Camino Diablo & Vasco Rd. All classes. 100% P.P., Mini, 100% Ex., 30% Trophies. Entry \$9, \$15 Pros. Rt. 2 Box 143C Brentwood. 415/686-9845.

OVER THE HILL GANG MX
396 Cycle Park, Adelanto, CA. Race with CRC. 213/765-7128.

\$2000 THANKSGIVING GRAND PRIX
Moses Lake, Washington. I-90 175 W of Seattle, I-90 100 mi. E of Spokane, WA. All classes. \$2000 cash pro purse, 6 trophies to each class (sptsmn.). Entry \$10, Pro \$20. Run 45 min. on 3 mi. course. Gates open 6:30 a.m., Parade lap 8, first start 8:30. 509/663-2433.

CMC MOTOCROSS
NAS Lemoore, CA. H-5 or 41 to H-198, come to NAS main gate, follow signs. All classes. 100% p.b., 30% brass. Entry \$10 pro, \$7 rest. Sign up 7 a.m., prac. 7:30, race 9. ON/N camping. Big Valley M/C, P.O. Box 1434, NAS Lemoore, CA 93245. 209/998-7450.

CLUB MOTOCROSS
Medford MX Park, OR. I-5 to Table Rock Rd. to Kickland. All classes. 30% trophies. Entry \$6.50. \$75 bounty on 250 Ex. Larry Hooper (Mai.). 930 Summit, Medford, OR 97501. 503/779-8791.



November 15

SANTEE ORV ACTION MEETING
Room 101, Casa Del Prado, Balboa Park, 8:00 p.m., San Diego, CA. The County Environmental problems. Everyone but the Environmental Review Board knows that the Santee ORV park site is the best one in the county. Are you going to let it get torpedoed? If the Santee Park is not approved, the whole ORV park program could be lost. Start by telling a friend about this meeting. Write to San Diego County, County Administration Center, 1600 Pacific Highway, San Diego, CA 92101.

November 18

BOSS/CMC NIGHT MX CHAMPIONSHIP SERIES
Sacramento Rcw. Jackson Hwy to Excelsior, L. to track. All classes. 100% p.b., series trophies. \$150 to top series Pro, \$100 to second, \$50 to third. Also Wheelie Contest. Entry \$8, \$15 pro. 916/635-5240.

November 18-20

CUSTOM CAR, ROD & M/C SHOW
18th Annual at Long Beach Arena, Pacific Center Terrace, Long Beach, CA. R.G. Canning Productions. 213/588-1934.

November 19

S.A.M. HIGH SCHOOL MX
Saddleback Park. All Classes. 30% trophies, CMC License required. Individual & School Team Com. Qualifying for Varsity and J.V. Letters. 714/559-0199. (Parent Approval Required.) Championship Final

AMA SHORT TRACK
Freemont Rcw. H-17 at Durham Rd. All classes. Amateur purse. Entry \$4 14978 McVay, San Jose, CA 95127. 408/923-4613.

ZAP/CMC MOTOCROSS
Carnegie Cycle Park, Livermore, CA. All classes. 100 thru Open Nov. & Beg. Sign up 7 a.m., prac. 8, race 9. All 125 thru Open Int. & Pro sign up by noon, race after a.m. races. 30% trophies, 100% p.b. Entry \$9, \$15 Pro. Free Overnight camping. P.O. Box 1216 Pacifica, CA 94044. 415/355-4760, 355-6546.

SHORT TRACK
Benton County Fairgrounds. All Classes. Entry \$4, extra class \$3, Pro \$6. 753-0923. 757-1034.

November 20

AME MOTOCROSS SPECIAL
Racing World, Trabuco Canyon, CA. All classes. Pro p.b., 50% brass to sptsmn. 8-pac of Spectro Oil to first place, Free 1978 AME license to overall series winners. Entry \$8, \$15 pro. P.O. Box 1421, Reseda, CA 91335. 213/881-5778, 714/968-5210

O.C.T. 3RD ANNUAL TURKEY SHOOL TRIAL
Reche Canyon, CA. 91 fwy to Washington St., SE to Reche Canyon Rd., S 6 1/2 mi, 1/2 mi. on graded dirt. All trial classes. ATA points. Entry \$5 Ex, Am, Nov, Sr. \$4 Beg, \$2 bike fee. Sign up 9 a.m., riders meeting 9:30. 714/548-2403.

HARE SCRAMBLES
Laramie, Wyo. — 12 mi. N of Laramie on H-30 to Wyo. #34 — 5 mi. E to signs. 125 thru Open classes. Trophies. Entry \$10 pre, \$15 post. 3 x 25 mi. course, race at noon. 315 Garfield, Laramie, Wyo. 82070. 307/742-4136.

B.O.S.S./CMC MX
Sacramento OHV Park (old McGill), Hwy. 50 to Prairie City, right to White Rock, right 2 mi. to track. All classes, incl. Vet, OT, and Mini. Entry \$9/\$15. 100% p.b. to Pro, 30% trophies. 916/635-5240.

MOTOCROSS
Motorcycle Rcw., Oklahoma City, OK. 405/627-3989.

CMC SHORT TRACK
Sacramento Rcw., CA. Jackson R. to Excelsior to track. Mini thru Open classes. Trophies. Entry \$6. Also Karts, Midgets and Spdwy exhibition. 916/489-0476, 485-8619.

AFM ROAD RACE
Riverside Rcw., Hwy 60 E of Riverside, CA. to Day St. Prod., GP, Sidecar classes. Gates open 7:30 am, prac. 9, ract 1 pm. Pre-entry \$18/\$8 (2nd bike), post \$20/\$10. 4996 Argyle Dr., Buena Park, CA 90620. 714/523-3892.

CRC MOTOCROSS
Indian Dunes, Valencia, CA. 2 long motos and \$ for Ex, 3 motos and 30% brass for Sptsmn. All classes. \$3000 med. ins. Gate open 7 a.m., prac 8, race 9:30. Sptsmn \$7, Ex \$12, \$2 extra for non-member. 213/830-7519.

AMC MOTOCROSS
Carlsbad Rcw., Carlsbad, CA. Gate open 7 a.m., prac. 8-9, race 9:30. No mail entry. \$7/\$12 post, \$2 extra non-memb. 100% Pro p.b., 30% brass. 714/541-9439.

CRC MOTOCROSS
DeAnza Cycle Park, Sunnymead, CA. 2 long motos and \$ to Ex., 3 motos and 30% brass to Sptsmn. All classes. Overnight camping free. Gate opens 7 a.m., race 9:30. Entry \$7 Sptsmn., \$12 Ex., \$2 extra non-memb. 213/830-7519.

MOTOCROSS
B&B Motorcycle Park, Tucson, AZ. I-10 to Palo Verde, south to track. Gate opens 8:30 am, prac. 9, race 10. Entry \$10, Pros \$15. 100% Pro p.b. 602/795-1490.

TRANS-AMA MOTOCROSS
Sears Point International Rcw., Hwys. 37 & 121, Sonoma, CA. 500cc International, 250cc Support classes. 707/938-8448.

AMA WINTER SCRAMBLES
Oakdale Pioneer Arena, Oakdale, CA. Btwn. Oakdale and Escalon, off Hwy. 120, south on Pioneer Ave. All classes. Entry \$5.50, 2nd bike \$3. 209/847-5558, 869-1457.

MOTOCROSS
Mosier Valley MX Park, Arlington, TX. Rain or shine. \$663 guaranteed purse of 50% of gate if rain. Brass to six places. Free keg beer. Gate \$3, Nov. entry \$5, Int. \$6, Ex. \$7. Nov. prac. 9 a.m., race 10. Int/Ex. prac. 1 p.m., race 1:45. Payoff to Senior classes only. All classes. 817/277-9917, 267-9153.

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, 6 mi. S. of Roseburg, take Clark's Branch Exit off I-5. Junior and Expert div. thru 250 class if enough riders. Entry \$5, 33% trophies. Prac. 9:30 a.m., race 11. 673-3205, 832-2303.

CYCLE HAVEN

NOVEMBER 27

"BOUNTY" HUNT

\$50

To the winning Pro who beats Jason Yodogawa or the Lap Record of 1min. 3sec.

GIANT 1st Place TROPHIES

For BEG. - JR. - INT.

Cycle Haven Park - Terminal Island

832-6844 547-1818

Santa Clara Police Activities League Mini Grand Prix

Nov. 12 & 13

Classes:
50cc
80cc
100cc

Stock & Modified

Ages: 6-16

Membership required
Free Overnight Camping

Info: 408-926-5968
San Jose Area

AME

1st & 3rd Sundays
Sprockets Park, Bakersfield

Post entry only \$8 Sportsmen \$12 Pros

2nd & 4th Sundays
Indian Dunes

Sportsmen \$8 mail — \$10 post
Pros \$12 mail — \$15 post

Every Friday Night
Indian Dunes

Post entry only \$6 Sportsmen \$10 Pros

AME #1 for the year
125 Pro — 250 Pro — 500 Pro
receives a \$500 cash prize
& top points Pro receives an additional \$500 cash prize

AME

PO Box 1421, Reseda, CA 91335 213-881-5778

1st & 3rd Sundays RACING World
Post entry only \$8 sportsmen \$12 Pros

\$50 BOUNTY

on Goat Breker
Open Pro

Friday Night MX
(on a clean win, up to the discretion of R.A.C.E. officials)

gates open 5:15 Pro practice 5:45
regular practice 6:00

Friday night — Nov. 11
Corona Raceway
info: 714-735-1705

Race Schedule

Every Sunday-De Anza MX

Nov. 13-Racing World MX
Nov. 13-395 cycle Park MX
Nov. 20-Indian Dunes MX
Nov. 20-Indian Dunes GP
Nov. 27-Racing World MX
Nov. 27-395 Cycle Park MX
Dec. 4 -Indian Dunes MX—
\$1,000 Purse

213-830-7519

CRC MOTOCROSS

395 Cycle Park
All New Track
Big Berms — Big Jumps
Nov. 13 — CRC
Nov. 27 — CRC

\$3 gate & FREE overnight camping
info: 714-689-6114 days

\$1000 125cc



PRO-MX Nov. 13

	International course	
1st	\$300	
2nd	\$200	
3rd	\$150	
4th	\$100	
5th	\$70	
6th	\$50	125 Pros \$20 mail, \$30 post
7th	\$40	250/500 Pros \$12 mail, \$15 post
8th	\$35	Sportsman \$8 mail, \$10 post
9th	\$30	
10th	\$25	

AME
P.O. Box 1421
Reseda, Ca. 91335
213-881-5778

Gates open 7am
Prac. 8am
1st Race 9am
Special Pro Prac.



INDIAN DUNES



Southern California's
only motor recreation
park with
OVERNIGHT CAMPING
info: 213 830-7519

OPEN 7 DAYS A WEEK

Racing Schedule

General Admission
Mon.-Sat. \$2.00
Sundays \$3.00
Cycles \$1.00
Camping ... \$3.00 per vehicle

CRC Motocross
(Marty Smith Course)

Turkey Shoot
FAMILY ENDURO
NOV. 13, 1977
3 Fun Loops-90
miles • Johnson Valley
Pomona Valley Desert Riders
P.O. Box 282
Montclair, CA 91763
or (714) 627-1252



Family Enduro
Sunday, Nov. 13
Red Mt. - 2 loops
5 Man Team Challenge
info: 714-689-6114 (days)

CRC Grands Prix
DRA Points
Sun., Nov. 20 - Indian Dunes
Sat., Nov. 26 - Racing World
50 min. races + Team Race
info: 714-689-6114 days

Road Racing Schedule
November 20 - Riverside
American Federation of Motorcyclists
714-523-3892 916-392-0611

RACE SCHEDULE
Nov. 13 - Saddleback
Nov. 20 - Carlsbad
Nov. 27 - Saddleback
Dec. 4 - Carlsbad
INFO 714-541-9439

EVERY SAT. NIGHT!
SHORT TRACK & TT
Sunday, Nov. 13
OPEN PRACTICE
(714) 960-2501, 657-8917

Motocross Every Saturday
info: 714-495-4771

CRC GORILLA GP
Indian Dunes, Valencia, CA.
All classes. DRA pts., trophies,
finisher pins. Entry \$10, \$15 non
memb. Team race \$7 each. 50
min. races on 5 mi. course.
\$3000 med. coverage. 714/689-
6114.

D-37 HARE SCRAMBLES
Red Mountain, CA. U.S. 395
to Trona Rd. All classes. Entry
\$8. Trail Bikes go 1 loop.
Trophies, finisher pins. Rescue
3. P.O. Box 1684, Canyon
Country, CA 91351. LAST
DESERT KNIGHTS M.C. RACE.
805/252-0748.

T.S.C.E.C. ENDURO
Childress, TX. U.S. 287 to
Childress City Park. All
T.S.C.E.C. classes. Trophies.
Entry \$13 mail, \$17 post. Box
25, Childress, TX 79201.
817/937-3650.

UEA TUFF E' NUFF D-37
ENDURO
Red Mountain, CA. A, B & C
classes, C riders on a slower,
separate schedule - reasonable
terrain. Entry \$10.50 & 2 SASE
to UEA, 8647 Mayne, Bellflower,
CA 90726. 213/634-8793.
Drawing Nov. 8 at Mishimas
Rest., Western & San Diego
Fwy. 8:00 p.m.

CMC \$1000 MOTOCROSS
Saddleback Park, Orange CA.
All Classes. Pro p.b., Trophies to
Jr. & Int. Entry \$12 Pro, \$7
others. Post \$15, \$10. P.O. Box
1402 Costa Mesa CA., 92626.
714/557-3323.

CMC MOTOCROSS
Suntarget Sports, 13 mi. east
of Yakima, WA on Hwy. 24.
Admission \$3, Am. entry \$5, Pro
\$10. 100% Pro p.b. Sign up
8:30, prac. 10-10:45, race 11 am.
509/453-8880.

P.I.T.S. OBSERVED TRIALS
Redwood Rd., Castro Valley,
CA. Off Castro Valley Blvd. All
classes. \$1 donation. Club
events. East Bay P.I.T.S., P.O.
Box 2801, Castro Valley, CA.
415/582-9211.

MINI MOTOCROSS
Barona Oaks Raceway, Hwy.
67 to Lakeside, E on Mapleview,
N on Ashwood, up Wildcat Cyn.
Rd. 11 mi. O/N camping. Sign
up closes 8 a.m. sharp. Late
entry \$10, guest rider \$9.
714/749-2525, 479-1572, 440-
1843.

TT ROUGH SCRAMBLES
Perris Rcw., Perris, CA. On
Hwy. 74, off at Ellis Ave., W.
side. Beg. thru Ex. classes. Entry
\$3. P.O. Box 1294 Perris, CA.,
92370. Gates open 8:30. Prac.
9:30 race 10:30 a.m. 714/960-
2501, 657-8917.

TT AND HALF MILE
395 Cycle Park, Adelanto, CA.
No membership req'd. Prac. 9
a.m., race . Entry \$4. Half
mile program 1st, then TT. Gate
\$2. 25% brass. 714/246-6109.

MOTOCROSS
At Franklin on Territoria Rd.
Cheshire, Or. Call for Directions.
All classes Jr & Ex. 100% p.b. to
pros. Entry \$5 pros, \$4 amateur.
Prac. 11, race noon. 2810 Dahlia
Ln. Eugene, Or. 97404. 503/688-
1274.

D-36 SEMI PRO HALF-MILE
Orland, CA. All classes, incl.
minis. Spec. 750cc class for Jr.
and Ex. Med. ins. Gate open 76
am, prac. 10, race noon. Aragon
M.C., P.O. Box 1311, Novato,
CA 94947. 415/892-5350.

SHR MARATHON
Sand Hill Ranch, corner
Camino Diablo & Vasco Rd. 100-
Open Classes. \$25 to Overall
Winner, 30% trophies. \$6 entry,
\$3 gate fee. Riders must be
signed in by 9:00, ride 10-noon.
Rt. 2 Box 143C Brentwood, CA.
415/634-3328 or 634-1667.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA.
Sign up 8:30 a.m., riders mtg.
9:45, competition starts 10.
Entry \$5, non-memb. \$7. Beg.
Nov, Am, Ex. Sr, 1st time Beg
classes. School taught by Expert
rider. Awards to top 40%.
714/879-0570.

AME MOTOCROSS
Sprockets Park, Bakersfield,
CA. Gates open 4 p.m., prac. 7,
race 8. Post entry onl, \$8
Sptsmn., \$12 Pros. 100% p.b. to
Pros, 30% brass to Sptsmn.
Memb. req'd., \$8. \$4000 med.
covg. 213/881-5778.

D-36 SEMI-PRO MOTOCROSS
T-CAR Speedway, Carson
City, Nev. All Classes. Trophies,
100% Pro p.b. Entry \$9, \$15
Pros. Sign-up 6:30 a.m., Prac.
7:30, Race 9. 702/882-6883, 673-
4908.

November 22

AMA PRO AWARDS BANQUET
Disneyland Hotel, Anaheim,
Calif. Cocktail party at 6:00,
Dinner at 7:00, awards after.
Advanced tickets required. \$15
per ticket. Sent to Banquet,
AMA, P.O. Box 141, Westerville,
Ohio 43081.

November 24-27

6TH ANNUAL MINICYCLE OLYMPICS
Homosassa Springs, Fl.
PeeWee thru 125 classes in
motocross, Short Track and
Hare Scrambles. Tracks are
Chicken Farm MX Park and
Ocala Rcw. Entry: Pre \$10 1st
class, \$8 each additional. Pre-
entry closes 11/15. 6430 16th St.
North, St. Petersburg, FL 33702.
813/522-1513.

November 26

PHANTOM DUCK 3rd ANNUAL
BARSTOW TO VEGAS TRAIL
RIDE
East of Barstow and Yermo.
1/2 mi. N. of I-15. Go E. from
Barstow on I-15 to Harvard Rd.
Ex. follow Frontage Rd. on S.
side of freeway E. for 3 mi. to
Manx Rd. overcross. Go N. 1/2
mi. and you are there. Free, not a
race. Finisher Pins to riders. P. D.
of the D. P.O. Box 1725,
Fontana, CA 92335. 714/823-
5415.

GAMBLERS PARADISE
ENDURO
Start at Stateline and end
eithr Jean, Nev. for 1 loop riders
or Las Vegas. 3 loops. 20%
trophies. Entry one loop \$13
Mail, Whole event \$15 mail. All
post entries \$18. P.O. Box 3882,
Torrance, CA 90510. 213/320-
1015.

AMA SHORT TRACK
Freemont Rcw. H-17 at
Durham Rd. All classes.
Amateur purse. Entry \$4. 14978
McVay, San Jose, CA 95127.
408/923-4613.

CRC MOTOCROSS SCHOOL
395 Cycle Park, Adelanto, CA
George Spellman to coach as
well as other top expert riders.
Entry \$10, over night camping.
714/887-1556.

D-37 HARE & HOUND
Johnson Valley, Lined from
Y-cafe, Lucerne, CA. Approx.
100 mi. race. Entry \$9. 9 a.m.
Start. Rescue 3. San Gabriel
Valley M.C. 213/530-5322.

P.I.T.S. TRIALS
Las Padres National Forest,
San Luis Obispo, CA. Novice A,
Amateur & Expert classes only.
Entry \$6 mail, \$10 post. Spark
Arrestors Required, Camping
available. 125 rider limit. 10 mi.
morn. loop ridden 3 times,
afternoon 25 mi. loop ridden 2
times by top 7 Nov. A riders and
all Am. & Ex. riders. Check in 8
a.m. first rider out 10. Millers
Motorcycles 162 Higuera,
S.L.O., CA 93401. 805/543-
7358. (mail entries incl. 2 SASE.)

CRC WILD TURKEY
GRAND PRIX
Racing World, Trabuco
Cyn., CA. All classes. Big
trophies and heavy pins. Entry
\$10, non-memb. add \$5. DRA
points. 50 mi. races on Diggers
course, w/o mud. Team Race \$7
each. Overnight camping, gates
open 7 a.m. prac. 8, race 9.
714/689-6114.

November 27

CMC MOTOCROSS
Mountain High Intl., 34 mi. NE
of Fresno H-99 to H-41 to North
Fork, O'Neals turn off to Rd. 200
to Rd. 221 (14 mi.) If coming
from N. H-99 to H-145 and
follow line. 100% pro p.b., 30%
brass. Entry \$7 mail, \$9 post.
5780 E. Holland, Fresno, CA
93727. 209/291-8793.

D-36 MOTOCROSS
Plymouth Raceway,
Plymouth, CA. Hwy. 16 east
from Sacramento Hwy. 50; Hwy.
49 east from Placerville. All
classes. Entry \$9 Sptsmn., \$15
Ex. 100% Ex. p.b., 50% p.b. to
O.T.-Vet. Ex. 209/267-0312

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West
Sacramento, CA. All classes.
Entry \$9, Pro \$15. 100% p.b. to
Pros, 30% trophies. Nov &
Minis race a.m., Int, Pros, O.T.,
Vets in p.m. Free camping,
swimming. 916/635-5240.

MOTOCROSS - BOUNTY
HUNT
Cycle Haven Prk., Long
Beach, CA. Across from L.B.
Naval Base, 1 blk. E of V.
Thomas Bridge, Prac. 7:30 am,
race 9. Entry \$7, gate \$2, Pros
\$12. 33% trophies. \$50 to the
Pro who beats Jason Yodogawa
or the track record. 213/832-
6844, 547-1818.

D&C \$1000 MOTOCROSS
Sand Hill Ranch, corner
Camino Diablo & Vasco Rd. All
classes. 100% p.b., Mini, 100%
Ex, 30% trophies. Entry \$9, \$15
Pros. Rt. 2 Box 143C
Brentwood, CA. 415/686-9845.

AMA 2ND ANNUAL
THANKSGIVING MINI GRAND
PRIX

Indian Dunes, Valencia, CA.
Intl. track, gates open 7 am, prac
8, race 9. Pee Wee thru 100cc.
Entry \$10 mail, \$15 post; Pros.
\$15 mail, \$20 post. 4 ft. trophies
1st place, 33% brass, 50% Pee
Wee, 100% p.b. pros. Memb.
req'd. Med Coverage. Mail
deadline Nov. 25, AME P.O. Box
1421 Reseda, CA. 91335.
213/881-5778.

AME 50% BRASS/DOUBLE
POINTS MX
Indian Dunes, Valencia, CA.
Shadow Glen course. Gates
open 7 am, prac 8, race 9. Entry
Sptsmn. \$8 mail, \$12 post; Pros
\$12 mail, \$15 post. Memb.
req'd; med coverage. Mail entry
deadline Nov. 25. AME P.O. Box
1421, Reseda, Ca. 91335.
213/881-5778. Last chance '77
AME points.

OAK HILL MOTOCROSS
Oak Hill, Alvord, TX. North of
Decatur 7 mi. on 287-81, exit Mt.
Zion Rd., follow signs 3 mi. to
track. \$705 guaranteed purse of
50% of gate in bad weather.
Entry: \$5 Nov, Mini, OT; \$6 Int;
\$8 Ex. Rt. 1, Box 71, Alvord, TX
76225. 817/427-2665.

AMC MOTOCROSS
Saddleback Park, Orange, CA.
Gate open 7:30, prac. 8-9, race
9:30. No mail entry. \$7/\$12 post,
\$2 xtra non-memb. 30% brass,
100% Pro p.b. 714/541-9439.

CRC MOTOCROSS
395 Cycle Park, Adelanto, CA.
2 motos, cash for Pros, 30%
trophies for Sptsmn. Entry \$7
Sptsmn., \$12 Pros, non-memb.
add \$2. Gates open 7 a.m., prac.
8, race 9:30. O/N camping.
714/689-6114 days.

GRIZZLY BEAR ENDURANCE
TRIALS
100 mi. course. 4-6 special
tests, weather permitting. 300
rider limit. Club & Factory teams
ok. Entry \$17 plus 3 SASE to
Richmond Ramblers M.C. P.O.
Box 484 Station A, Richmond,
CA. 94808. Mail Entries Only.
415/235-6505. Entries close Nov.
17.

AME MOTOCROSS
Indian Dunes, Valencia, CA.
Gate open 7, sign up 'til 8:30,
prac. 8, race 9. Entry \$8 mail,
\$10 post, Pros \$12/\$15. Memb.
req'd. \$8. Payback to Pros, 30%
brass to Sptsmn. Mail entry no
later than Fri. before event. AME
P.O. Box 1421, Reseda, CA
91335. 213/881-5778.

MVMC MOTOCROSS
DeAnza cycle Park,
Sunnyside, CA. 10 mi. east of
Riverside on Hwy. 60, take
Theodore off-ramp. All classes.
714/653-2633, 735-1301.

SPEEDWAY
Elsinore Rcw., Elsinore, CA.
Beg., Div. 3 ride for trophies,
100% p.b. to Div. 2. Open prac.
afterwards. 714/826-2386, 674-
5383.

MOTOCROSS
McAllen MX Park, Next to
Miller Inter. Airport, McAllen,
TX. Entry \$6, Ex. \$8, money to
Ex. McAllen M.C. 512/686-4181.
MOTOCROSS
Waggoner, LA. 6 mi. north
of U.S. 90 off Hury P. Long
bridge, turn right on river. \$600
purse. Entry \$4 Am., \$6 Ex.
504/399-6494.

CMC MOTOCROSS
Ukiah Rcw., Ukiah, CA. H-
101 to Ukiah Fairgrounds. Mini
thru Open classes & Odysseys.
Entry \$8, \$5. P.O. Box 205,
Ukiah, CA 95482. 707/462-8781,
472-5694.

TT ROUGH SCRAMBLES
Perris Rcw., Perris, CA. On
Hwy. 74, off at Ellis Ave., W.
side. Beg. thru Ex. classes. Entry
\$3. P.O. Box 1294 Perris, CA.
92370. Gates open 8:30, Prac.
9:30, Race 10:30 a.m. 714/960-
2501, 657-8917.

AMA D-36 HARE SCRAMBLES
River Front Park, 10th St.
Bridge, Marysville, CA. Go over
levee at W. end of 14th St. All
classes, incl. PP, Mini, OT &
Vets. Entry \$9. BMX, Entry \$2.
916/695-2727, 695-2088.

December 3 & 4

TOY'S FOR TOT'S GRAND PRIX
Saddleback Park, Orange CA.
ALL classes. Trophies. \$15 Mail
entry, \$25 post. 1/2 of entry goes
to T's for T's. HSMX Sat, 2:30.
213/597-7444.

December 4

2 HOUR, 2 MAN MARATHON
Sacramento Rcw. CA.
Jackson Rd. to Excelsior, N. to
track. All classes. Solo riders OK
if you can handle it. MUST
SHOW PROOF OF RIDING
CLASS. Entry \$10 & gate fee.
Track terrain - scrambles, MX
& 1 mi. of asphalt. G.P. start, no
practice. 916/635-5240.

B.O.S.S./CMC MOTOCROSS
Helvetia Park, West
Sacramento, CA. All classes.
Entry \$9, Pro \$15. 100% p.b. to
Pros, 30% trophies. Nov. &
Minis race am, Int., Pros, O.T.,
Vets in pm. Free camping,
swimming. 916/635-5240.

MOTOCROSS
Motorcycle Rcw., Oklahoma
City, OK. 405/627-3989.

CRRC ROAD RACE
Texas World Spdw., Bryan,
TX. WERRA National. CRRC,
P.O. Box 3828, Austin, TX
78764. 512/476-5470.

CMC ROAD RACE
Ontario Motor Speedway,
Ontario, CA. GP, Prod., Cafe,
Super Cafe, Beginner classes.
Prize money and trophies. Entry
\$14 mail, \$18 post. 3407 W.
Olive, Burbank, CA 91505.
213/842-7433.

CMC \$1000 MOTOCROSS
Saddleback Park, Orange, CA.
All Classes. Pro. p.b., Trophies
to Jr. & Int. Entry \$12 Pro, \$7
others, Post \$15, \$10. P.O. Box
1402, Costa Mesa, CA., 92626.
714/557-3323.

CLARK'S BRANCH MX
5 mi. N of Myrtle Creek, 6 mi.
S. of Roseburg, take Clark's
Branch Exit off I-5. Junior and
Expert div., thru 250 class if
enough riders. Entry \$5, 33%
trophies. Prac. 9:30 a.m., race
11. 673-3205, 832-2303.

SO. CAL. SIDEHACK ASSN.
S/H MOTOCROSS
Sprockets Park, Oildale, CA. 1
pro class. 100% p.b., 50%
Trophies. Pre-entry \$20 per
team, Post \$30. AME memb.
required. Trophies given at end
of series. 10844 Dempsey Ave.
Granada Hills, CA., 91344.
213/365-7257, 786-5067.

D-37 ENDURO
Lucerne Valley, Soggy Dry
Lake. Lined from Lucerne or
Bessemer Mine Rd. A,B,&C
classes. A&B Entry \$10 Mail, C
Entry \$7.50 Mail. All Post entries
\$12. 3 man team \$3. A team
memb. on separate minns. C
riders on 1x46 mi. loop on
separate schedule. 10%
trophies. D-37 pts. Entry & 2
SASE to Desert M.C. 5192
Princeton Westminster, CA
92683. Entries close 11/27
drawing 11/29 at Shakeys,
17221 S. Pioneer, Artesia, CA.
8:00 p.m. 213/865-2362.

CMC ROAD RACE
Ontario Motor Speedway,
Ontario, CA. GP, Prod., Cafe,
Super Cafe, Beginner classes.
Prize money and trophies. Entry
\$18. 3407 W. Olive, Burbank,
CA 91505. 213/842-7433.

AME TELEVIEWED MX
Sprockets Park, Bakersfield,
CA. All classes, special events;
sidecars, 15 yrd + mini, ATC 90.
Odyssey, gates open 7 am, prac,
8, race 9, post entry Sptsmn. \$8
Pros \$12. 100% p.b. Pros. 40%
brass sptsmn. Memb req'd. Med
cov., Newer wider track,
changes made each race week.
Overnight Camping 213/881-
5778.

AMA FALL SEASON MX
Racing World, Trabuco Cyn.
CA. Marty Smith course, all
classes, mini thru 500cc. Gates
open 7 am, prac 8, race 9. Entry
\$8 sptsmn, pros \$12. Med Cov.
Memb. req'd. O/N Camping.
213/881-5778 or 714/968-5210.
40% brass.

MOTOCROSS
Mosier Valley MX Park,
Arlington, TX. Rain or shine.
\$663 guaranteed purse or 50%
of gate if rain. Brass to six
places. Free keg beer. Gate \$3,
Nov. entry \$5, Int. \$6, Ex. \$7.
Nov. prac. 9am, race 10. Int/Ex.
prac. 1 pm, race 1:45. Payoff to
Senior classes only. All classes.
817/277-9917, 267-9253.

MOTOCROSS
Barron Fork, Tahlequah, OK. 4
mi. E of Tahlequah on Hwy. 51,
4 mi. S. on Welling Rd. Prac. 9-
11 am, race noon. 8 race series,
\$3,000 bonus to Ex. 918/456-
8421.

MOTOCROSS
Waggoner, LA. 6 mi. north
of U.S. 90 off Hury P. Long
Bridge, turn right on river. \$600
purse. Entry \$4 AM., \$6 Ex.
504/399-6494.

**AMA U.S. NATIONAL 4-STROKE
MX CHAMPIONSHIPS**
Carlsbad Rcw., Carlsbad, CA.
Gates open 7 a.m. Sptsmn,
Dinosaur, Pro Open & Sidecar
Pro classes. 4-Strokes ONLY.
Entry \$8 Sptsmn, \$13 Pro solo,
\$17 Pro Sidecar. \$600 Pro purse,
\$2000 in contingencies &
awards, brass for all. P.O. Box
1592, La Jolla, CA 92038.
714/455-5865.

AMA MOTOCROSS
Sprockets Park, Bakersfield,
CA. Gates open 7, prac. 8. Post
entry only, \$8 Sptsmn., \$12
Pros, \$3 Admission, \$2 Juniors,
\$2 Bike & rider. P.B. to Pros,
30% brass to Sptsmn. Memb.
req'd, \$8. \$3000 med. covg.
Free O/N Camping. 213/881-
5778.

TT AND HALF MILE
395 Cycle Park, Adelanto, CA.
No membership req'd. Prac. 9
am, race 10. Entry \$4. Half Mile
program 1st. then TT. Gate \$2.
25% brass. 714/246-6109.

CMC MOTOCROSS
BBB Motorcycle Park.,
Tucson, AZ. I-10 to Palo Verde,
south to track. Gate opens 7:00
am, prac. 8, race, 10. Entry \$10,
Pros \$15. \$500 purse. \$3.50
admission (except Pros).
602/747-8965.

**ITA TRIALS SENIOR
CHAMPIONSHIP**
Saddleback Park, Orange CA,
35 or Older. Sr. A & Sr. B; AM.,
Ex., Beg., Nov. sections. Entry
\$5, \$7 non-member. Start 10
a.m. 714/879-0570.

ITA TRIALS AND SCHOOL
Saddleback Park, Orange, CA.
Sign up 8:30 am, riders mtg.
9:45, competition starts 10.
Entry \$5, non-memb. \$7. Beg,
Nov, Am, Ex, Sr, 1st time Beg.
Classes. School taught by
Expert rider. Awards to top
40%. 714/879-0570.

AMC MOTOCROSS
Carlsbad Rcw., Carlsbad,
CA. Gate open 7 am, prac. 8-9,
race 9:30. No mail entry. \$7/\$12
post, \$2 extra non-memb. 100%
Pro p.b., 30% brass. 714/541-
9439.

MINI MOTOCROSS
Barona Oaks Raceway, Hwy.
67 to Lakeside, E. on Mapleview,
N on Ashwood, up Wildcat Cyn.
Rd. 11 mi. O/N camping. Sign
up closes 8 am sharp. Late entry
\$10, guest rider \$9. 714/749-
2525, 479-1572, 440-1843.

**CRC MX INDIAN DUNES
(SHADOW GLEN)**
\$1000 Purse for 125, 250 &
Open Pros. 100cc Pros rec. cash
Payback. 30% trophies for
sptsmn. All classes. \$3000 med.
ins. Gates open 7 am, race 9:30
am. \$7 sptsmn. \$15 Pros. Non
CRC members add \$2. 213/830-
7519.

CRC MX DEANZA CYCLE PARK
All classes. Free overnight
camping. Cash for pros. 30%
trophies for Sptsmn. 3 motos.
Gates open 7 am, race 9:30 am.
\$7 sptsmn, \$12 Pros. non CRC
members add \$2. 213/830-7519.

December 11

**CRC SANTA CLAUSE FAMILY
ENDURO**
Lucerne Valley, CA. Lined
from the "Y" cafe. All classes.
100% finisher trophies. 2 loops,
35 mi. each. Easy race. C-riders
women & minis go 1 loop. Mail
entry \$11 & 2 SASE to CRC
7601 Arlington Ave., Riverside,
CA. 92503. Post entry \$14. Non-
memb. add \$2, 2 & 3 man
teams add \$1 each. All family
teams free. Santa will also be
there. Last chance for CRC
Enduro points for 1977. 714/689-
6114.

SPEEDWAY
Elsinore Rcw., Elsinore, CA.
Beg., Div. 3 ride for trophies,
100% p.b. to Div. 2. Open prac.
afterwards. 714/826-2386, 674-
5383.

AMC MOTOCROSS
Saddleback Park, Orange, CA.
Gate open 7:30, prac. 8-9, race
9:30. No mail entry. \$7/\$12 post.
\$2 xtra non-memb. 30% brass,
100% Pro p.b. 714/541-9439.

AMA SEMI-PRO MX
Marysville, Ca. Under "E" St.
Bridge. Over levee on Shad Rd.
at S.E. end of "E" St. Bridge. All
Classes. 100% purse. \$8 Entry,
\$15 pros. 2113 Paseo Ave., Live
Oak, Ca. 916/695-2727 or 695-
2088.

INDOOR SHORT TRACK
Louisiana State Fairgrounds,
Shreveport, LA. I-20 exit -
Hearne Ave. Mini thru Open
Classes. 100% p.b. Entry \$8
expert, \$6 amateur. 4315 Orla
St., Shreveport, LA 71108.
318/636-9773.

B.O.S.S./CMC MX
Sacramento OHV Park (old
McGill), Hwy. 50 to Prairie City,
right to White Rock, right 2 mi.
to track. All classes, incl. Vets,
OT, and Mini. Entry \$9/\$5.
100% p.b. to Pro, 30% trophies.
916/635-5240.

ATA OBSERVED TRIALS
Saddleback Park, Orange, CA.
VIII El Trial De Espana. All
classes & Press and Indust.
Drawing for '77 Bul & more.
Entry \$5. Many expert sections
in new pit area for spectators.
714/847-8495.

CRC MOTOCROSS
395 Cycle Park, Adelanto, CA.
2 motos, cash for Pros, 30%
trophies for Sptsmn. Entry \$7
Sptsmn., \$12 Pros, non-memb.
add \$2. Gates open 7 a.m., prac.
8, race 9:30. O/N camping.
714/689-6114, days.

OAK HILL MX
Oak Hill, Alvord, TX. North of
Decatur 7 mi. on 287-81, exit Mt.
Zion Rd., follow signs 3 mi. to
track. \$705 guaranteed purse or
50% of gate in bad weather.
Entry \$5 Nov, Mini, OT; \$6 Int,
\$8 Ex. Rt. 1, Box 71, Alvord, TX
76225. 817/427-2665.

MVMC MOTOCROSS
DeAnza Cycle Park,
Sunnymead, CA. 10 mi. east of
Riverside on Hwy. 60, take
Theodore off-ramp. All classes.
714/653-2633, 735-1301.

AMA WINTER SCRAMBLES
Oakdale Pioneer Arena,
Oakdale, CA. Btwn. Oakdale and
Escalon, off Hwy. 120, south on
Pioneer Ave. All classes. Entry
\$5, 2nd bike \$3. 209/847-5558,
869-1457.

CRC MX RACING WORLD
All classes. \$3000 med. ins.
Cash for Pros. 30% trophies for
Sptsmn. O/N Parking okay.
Gates open 7 a.m., race 9:30
a.m. \$7 Sptsmn, \$12 Pros. Non
CRC members add \$2. 213/830-
7519.

AME X-MAS MOTOCROSS
Indian Dunes, Valencia, CA.
Mini thru 500cc. Gates open 7
a.m., prac. 8, race 9. Entry \$8
mail, \$10 post, Pros \$12 mail,
\$15 post. 30% brass. memb
req'd. Med Cov. Gift certificates.
213/881-5778.

AMA X-MAS MINICROSS
Indian Dunes, Valencia, CA.
Mini track. Gates open 7 a.m.,
prac. 8, race 9. All classes. Pee
Wee thru mini 105cc. 33% brass
entry \$7. Memb. req'd. Med cov.
213/881-5778.

December 13-28

CYCLE NEWS offices will be
closed as of 5 p.m. December 13
for Christmas vacation. The staff
will return on December 28 at
9:00. The first 1978 publication
will go to press Monday,
January 9. BIKER will also be
taking their vacation. Both
Bookkeeping and Circulation
offices will remain open.



4-STROKES
ONLY

THUMPER'S! CARRERA Sponsored 3rd Annual U.S. 4-STROKE MOTOCROSS NAT'L CHAMPIONSHIP

OPEN PRO • SIDECAR PRO • SPORTSMAN
OLDTIMER • SPECIAL "TWIN CLASS"

Hondas • Yamahas • BSAs • Nortons • Triumphs &
the Ground Shaking CCMs!

SUNDAY • DEC. 4TH

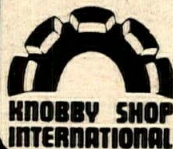
CARLSBAD RACEWAY

Featuring the greatest sounds on earth by:

MIKE BELL-1976 Champion
MARTY MOATES
MARTY TRIPES
GUNNAR LINDSTROM-1975 Champion

MARTY SMITH
TOMMY CROFT
"FEETS" MINERT
ROLF TIBBLIN

CARLSBAD, CALIF • (I-5 to Palomar Airport Rd • East to Track)
Tickets at Gate • Open 7:00 A.M. • 1st Moto 10:30 A.M.



For INFO & ENTRIES • Call (714) 455-5865

Promoted by:

KNOBBY SHOP INTERNATIONAL & CARLSBAD RACEWAY

We are the people our parents warned us about



Gorilla Grand Prix November 20

DRA Desert Points — Desert type start
Finisher Pins & Large Trophies
Classes for Beg, Nov, Am, Ex, Pros, Minis, Women,
Seniors (+ 40 yrs. old) Junior Senior (30-40 yrs. old)
\$10 Post Pros \$15 Post non-members add \$5
50 minute races for all classes
Team Race 1½ hr. 1 bike — riders switch each lap
\$7 entry each
\$3,000 Medical Insurance

8 am — Practice
9 am — Minis & Women
10 am — Open class
11 am — All Am, Ex, Pros
12 noon — 250 class
1 pm — 0-200 class
2 pm — Team Race

Also Same Day —
CRC Motocross

info: 714-689-6114 days
213-830-7519

No Pit Riding at....

INDIAN DUNES

WANT ADS

Help Wanted

Mechanic/Shop Manager

Parts manager experienced preferred. 5 days week, benefits. Call Ron at Foothill Yamaha, (213) 352-3277. 7139 Foothill Blvd., Tujunga, Calif. 91042. (39/TFN)

Yamaha mechanic/manager

Santa Barbara area, excellent opportunity for experienced Yamaha mechanic. Send resume to Yamaha of Goleta, 340 Pine Ave., Goleta, Calif. 93017. (805) 964-7714. (43/TFN)

Kawasaki mechanic

Guaranteed salary plus incentive, only top notch mechanic should apply. Should also be able to work on BMW, and Moto Guzzi. Bay area location, 25 miles E. of San Francisco. Send resume to 1707 Farmbureau Rd., Concord, Calif. 94519. (43/TFN)

Wanted

Experienced Honda parts man. Apply at Ontario Honda, 931 W. Holt, Ontario, Calif. 91761. (714) 983-0695. (42/TFN)

Suzuki mechanic/shop manager

Experienced only. 5 day week, paid vacation & holidays. Call Jerry at Suzuki Fun Center (213) 849-7295, 515 N. Victory Bl., Burbank, Calif. 91502. (42/TFN)

The AMA is hiring

The AMA is seeking two very special people: An Asst. Comp. Development Mgr. to Camel Pro Series Mgr. Mel Parkhurst, the other an Asst. to MX Mgr. Mike DiPrete. Duties similar: Develop regional & local racing and insurance packages to promoters & tracks not now running AMA, and assist at selected major events. MUST have business background (preferably sales) and deep knowledge of motorcycle and racing. Much travel, yet the paperwork has to get done, too. Excellent salary and benefits. Based in Westerville. Resumes only to: Prof. Racing Div., American Motorcyclists Assoc., P.O. Box 141, Westerville, OH 43081. (45)

Position available

15 years experience in Motorcycle Industry — sales management, parts, service. Profit motivated, like snowmobiles too. Will travel, relocate. Available now! Call John, (904) 253-4455. (45/2x)

Make big bucks

Wanted experienced Honda mechanic. 3 years experience, good pay, benefits, and retirement. Career opportunity, guaranteed salary plus commission. Contact: Walnut Creek Honda, 2555 North Main St., Walnut Creek, Calif. 94596. (415) 934-0530. (43/TFN)

Salesman \$\$

Experienced salesman wanted. Apply in person or call Dave Burroughs, House of Suzuki. (714) 531-8540. (44/2x)

Salesman

Full time, experienced motorcycles salesman to sell Honda and Kawasakis. Call Colman at Tri-City Cycle, 9041 Katella, Anaheim, CA 92804. (714) 821-4710. (44/2x)

M/C MECHANICS POSITIONS. Highly qualified graduates of nationally noted Denver Institute of Technology, available for immediate placement. Call Mr. Maynard L. Gage (303) 426-1808. (42/4x)

For hire

I am available for factory ride, preferably Yamaha, Honda, Kawasaki, Suzuki. Contract negotiable over \$100,000. Call Scott Logston (505) 522-2720. (45)

Parts accessory salesmanager

Harley-Davidson West has expanded their facilities, resulting in an opening for an aggressive career minded individual. Must be experienced. Salary plus commission with excellent company benefits. Apply: Harley-Davidson West, 2499 Lincoln Blvd., Marina Del Ray, CA 90291. (213) 822-3426. (45)

Suzuki service manager

Orange County dealership offering salary plus commission to qualified person. Five day week and benefits. Submit brief background; all applicants will be contacted. Reply at Cycle News, P.O. Box 498 Dept. CW, Long Beach, CA 90801. (45/2x)

Honda service manager

GOLDEN OPPORTUNITY. Excellent earning potential, all company benefits with one of L.A. area's oldest and largest motorcycle dealerships, Long Beach Honda. Only top person with motorcycle experience need apply. Wes Mullen (213) 423-1433. (45/3x)

Help wanted

Experienced, competent Honda and H-D mechanic wanted. Call collect Doc Trainor M.C. Specialties at (714) 686-1681. Located at 2706 Main St., Riverside, CA. (45/2x)

Wanted

Experienced Honda Service Manager. Five day week, top salary for top man, plus commission. Paid vacation. Send resume to Cycle News, P.O. Box 498, Dept. HM, Long Beach, CA 90801. (45/2x)

Parts person needed

Experienced in Honda parts. Six day week. Send resume to Cycle News, P.O. Box 498, HM, Long Beach, CA 90801. (45/2x)

Mechanic

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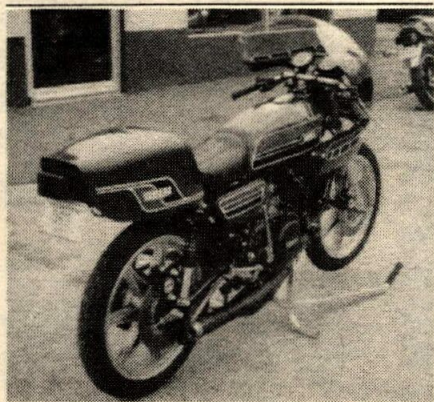
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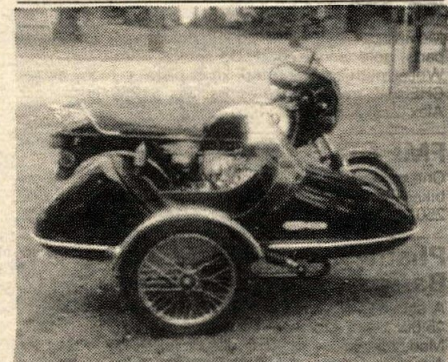
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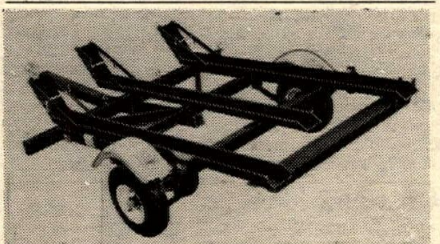
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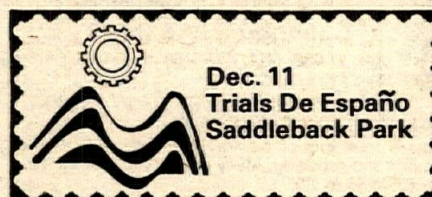
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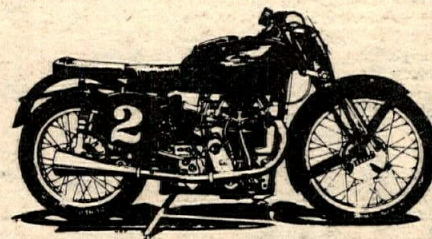
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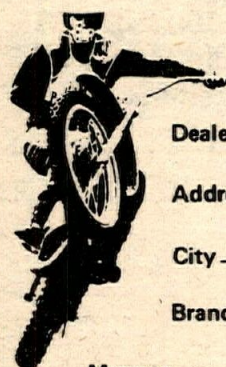
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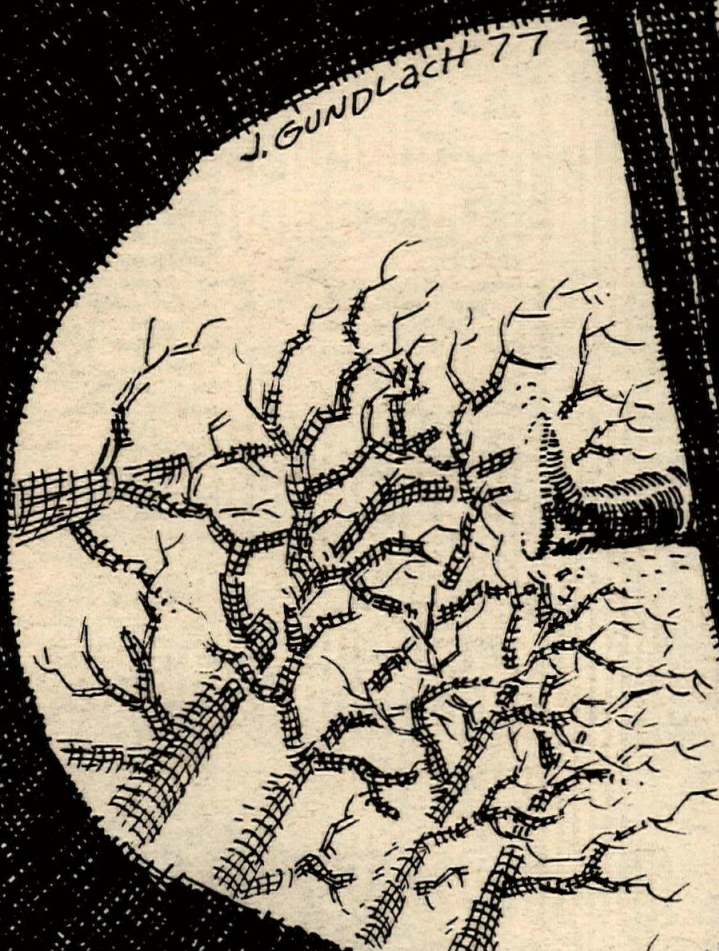
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